

WHIPPET FOURS & SIXES

INCREASED POWER
LONGER WHEEL BASE
CHROMIUM PLATED RADIATORS
LONGER SPRINGS
GREATER BEAUTY
And LOWEST PRICES in their respective classes

SHOWROOM "DURO" MOTOR CO., LTD.
SERVICE STATION NATHAN ROAD, KOWLOON.
DISTRIBUTORS:—GILMAN & CO., LTD.

BRITISH MOTOR. BOAT PROGRESS.

THE SEASON'S EVENTS.

The achievements of Sir Henry Segrave's Miss England have greatly stimulated every branch of the sport of motor-boat racing. The chief effect has been to restore to its former popularity, at least, the high-powered inboard-engined boat, which had suffered a partial eclipse during the past two seasons by the sudden vogue of the outboard. There is in no sense a competition between the two, for they differ widely in almost all their characteristics. An outboard is an inexpensive instrument for sampling the exhilaration of fast water travel, and although a present-day racing outboard is capable of high speeds—a performance of 38 miles an hour was recently timed at Cowes—it can never hope, even at its best, to reach the speeds possible to craft whose engines are of such size and high power that they have to be placed inboard.

In view of the coming season's events, says a writer in the London Times, it is perhaps necessary to bear in mind that after Sir Henry Segrave's victory in the trophy race at Miami with a speed of 82.2 miles an hour, his rival, Mr. Gar Wood, in Miss America VII, won the race on the following day with a speed of 93 miles an hour. This speed is the highest yet reached upon the water, beating the previous speed of 92.838 established by the same driver in the same boat in the race for the British International Trophy at Detroit last September. The contest for the British International Trophy is an annual event of long standing, and because it usually attracts the fastest boats in the world it is regarded as the chief motor-boat race of the year. At least one British boat will challenge this year for the Trophy, which has been held for America by Mr. Gar Wood since 1926, and the race will again be held at Detroit in September.

In this connection it is interesting to notice that Sir Henry Segrave is consulting with those responsible for the design of a bigger boat, which, it is said, will be driven by twin engines (Miss England has only one), totalling 1,800 horse power with which a speed in excess of 100 miles an hour is anticipated. Miss America, it may be added, has twin engines totalling 2,200 horse power.

Miss England on the Thames.
Meanwhile, Miss England will take part in the International Regatta which is to be held on the Thames on June 27, 28, and 29. British followers of the sport will thus have their first opportunity of seeing the boat under way, for it had not been put into the water until just before the races at Miami. This three days' fixture on the Thames will represent the largest international motor-boat meeting which has so far been arranged in this country. The list of events is an extensive one, and includes competitions for all the most popular types, the principal contests from an international point of view being the races for the Duke of York's Trophy and the Harmsworth Trophy. A large foreign entry is expected, particularly in the 1½-litre class and the various outboard classes. The Thames Regatta will be made the occasion for motor-boat displays and exhibitions by a number of firms and big stores, and by these and similar means it is hoped to impress upon the British public the importance of the British motor-boat industry, which is now said to engage the entire activities of over 100 firms.

The International regattas which are to be held on the Continent are more numerous than they have been in other years, and in view of the many engagements in home waters it is not likely that British boats will be able to compete at each of them. It is expected, however, that this country will be represented at the regattas which will be given during the course of the season at Berlin, Paris, Antwerp, Venice, and Lake Como. In home waters, the principal meetings are those which have been jointly arranged by the Royal Motor Yacht Club and the British Motor-Boat Club. Five of these meetings are to be held at Hythe, Southampton Water, the first taking place on May 25. In addition to outboard racing, the events will

include scratch and handicap races for the unlimited class, for standard boats not exceeding 24 ft. in length, and scratch races for the "Puppy-Dog" class. The last-named are of a new one-design type, which was described in The Times on March 5. They are single-step hydroplanes, with a nine h.p. Riley sports engine which gives them a speed of about 30 miles an hour. The inclusion of a one-design class will greatly increase the interest in these regattas, and it would not be surprising if the boats (of which there are now about half-a-dozen) doubled their numbers by the end of the season.

Outboard Developments.

The development of the outboard type proceeds at an astonishing pace. No speed record appears to remain credited as such for much longer than a week. The highest speed reached by an outboard may be accepted as being within the neighbourhood of 40 miles an hour. Yet this speed is likely to be easily exceeded during the coming season. Speeds of 50 miles an hour are expected of the newest craft when handled by experienced drivers. The chief event of the season for racing outboard motor-boats is the contest for the Duchess of York's Trophy. This event, as well as the race for The Motor Boat Trophy, will probably take place at the Welsh Harp, Hendon, on June 22. The newly-formed British Outboard Racing Club, however, will hold most of its meetings on the large lake at Rickmansworth. With the exception of the dates reserved for international regattas, the race meetings at Rickmansworth will be held each Saturday, commencing on May 25 and continuing until late in the season.

Many other new outboard racing clubs have lately been formed at suitable centres in Great Britain and Ireland. A particularly successful start has been made by the Midland Outboard Racing Club, which has its headquarters at Edgbaston Reservoir, Birmingham. This is an expanse of water 62½ acres in extent, with a greatest length of 1,015 yards. Fortnightly race meetings are held; and it may be added that at the opening meeting held recently 4,000 spectators paid for admission. The beginner is assisted and encouraged, and in its events the club observes a distinction between amateurs and experts.

The following is a list of the principal international fixtures for the coming season:—
June 1 and 2.—Berlin.
June 22.—London (Welsh Harp).
June 27, 28, and 29.—London (Thames).
July 7 to 15.—Paris (Seine).
August 14 to 16.—Antwerp.
September 7 to 15.—Venice (Lido).
September 10 to 28.—Lake Como. Regattas of the R.M.Y.C. and B.M.B.C. will take place at Hythe, Southampton, on May 25, June 15, July 27, August 24, and September 21; and other British Motor Boat Club fixtures are:—
July 6.—At Southend: and London to Cowes race.
July 26.—A Bournemouth.
August 17.—Sen Mile contest at Hythe.
August 19 and 20.—At Poole.
August 22 and 23.—At Swanage and Poole.
September 13 and 14.—At Southend.

CHASE OF VICAR BY MOTOR-CAR.

FUNERAL DELAYED BY ABSENT CLERGYMAN.

One of the mourners at a Plymouth funeral recently had to chase a clergyman in a motor-car in order that the service might be carried through.

The clergyman who was to have conducted the service, owing to some misunderstanding, was absent, although the church was full of mourners and others who waited for more than an hour. Finally, it was decided to send out in search of the missing clergyman, and one of the family mourners scoured the town. After some time he saw a man in clerical dress driving in a motor-car towards Plymouth. The searcher jumped into another and gave chase. He passed the clergyman's car and pulled up in front. The clergyman moved to be the Rev. Clarence Elwell, vicar of South Brent, who consented to fill the gap, and the funeral service was duly held.

MOTOR NOTES

MOTOR WAR IN EUROPE.

THE FRENCH FORD AND ITS RIVALS.

France is again a battlefield, but this time with American automobile manufacturers as the enemies, each with European allies and entrenched in European factories. Henry Ford, Alfred P. Sloan and W. C. Durant are the generals engaged in a three-cornered fight with the automobile market of the Continent as their rich prize.

Ford has opened his offensive by expanding his French Ford Company from a capitalisation of 73 million francs to 130 millions. He invited the French public to come in and so great is the reputation of the Detroit manufacturer that the stock issue could have been subscribed sixty times over.

Ford's Bold Plan.

With his French capital, Ford is going to produce a car refined to meet French tastes and manufacture them at a cost double that of his cars in America. It is generally felt that he is taking huge profits temporarily to be in a position to slash and cut down his prices in case a price war develops.

Ford is not openly allied with any European manufacturer, but is known to be very friendly with Andre Citroen, the "Ford of France," who came to Detroit to learn how cars were made in series and then gave France her first chain-system of motor-car construction.

Franco-American Alliance.

Durant has allied himself openly with M. Marcel See, builder of the Amilcar. By an agreement between the two, Durant will modernize the Amilcar plant, lead engineers to make it efficient, and help to sell the finished product in America. See engages himself to take over the sale of Durant cars in France, putting his immense sales organisation immediately at the disposition of Durant.

Durant has arrived in France to personally direct the campaign of the shocktroops of his ally. See has arranged for an 8-cylinder Amilcar to race in the Indianapolis Grand Prix this May. Sloan has launched an even greater scheme of European development for "General Motors," climaxed by the recent purchase of the Opel plant in Germany. General Motors will continue to import its American cars in France, but will also flood Europe with the cheap German-made cars as soon as the factory can be reorganised.

The American firms long ago drove all English competition from the French market and only the de luxe British cars are ever seen on French roads. They must compete with the Belgian Minervas, the German Mercedes and several makes of Italian luxury cars.

The Cheap Car Market.

The field of cheap cars is left undisputed to America and France. Among the French manufacturers, Citroen, Renault, Peugeot and Amilcar lead their field. They produce standardised cars of from £14 to £18 to sell at around \$1,000. Citroen dominates the French industry with his American methods, but Ford has already started to undersell the Citroen cars. The French manufacturers can be expected to retort with price cuts, and the prospective buyer sits back with a smile of anticipation.

The French dealers, realizing the serious aspect of the American invasion, have launched nationalist propaganda campaigns. They urge Frenchmen to buy French cars for patriotic reasons, but it is not a French characteristic to be patriotic at a price. If the American cars provide the French conception of luxury in a cheap car and offer lower prices, there is little question where the business will go, and with three such great American Generals in the field, there is a real threat of hard days ahead for the French motor industry.

MOTORING ON ICE.

A SEVERE TEST.

For the second time, Mr. L. Groenkvist has won the Swedish Winter Cup, valued at 5,000 crowns, in a race held over 715 miles of narrow ice-bound roads in such condition that frequently the competitors had to drive on low gear for several hours in succession. This year's winner drove a six-cylinder Fiat 520 which, despite the severe conditions, maintained an average of more than 30 miles an hour. Three other Finns of the same type ran in the trials without attention of any kind.

WORLD'S SPEED RECORDS.

FROM 39 M.P.H. UPWARD.

The following table shows the recognised world's land speed records established in cars since 1898:—

Year.	Driver.	Car.	M.P.H.
1898	Chassoloup-Laubat	Jeantaud	39.24
1899	Jenatry	Jenatry	53.79
1902	Serpellet	Serpellet	75.06
1903	Fourmier	More	78.80
1902	Angiers	Alors	77.13
1903	Ford	Ford	91.37
1904	Rigolly	Gobron Brillie	93.30
1904	de Caters	Mercedes	97.26
1904	Rigolly	Gobron Brillie	103.56
1904	Barras	Darracq	104.53
1905	A. Macdonald	Napier	104.65
1906	Bowden	Mercedes	109.75
1906	Marriott	Stanley	127.65
1909	B. Oldfield	Benz	131.72
1911	R. Burman	Benz	141.73
1919	Ralph de Palma	Packard	149.87
1920	T. Milton	Sunbeam	159.17
1922	K. Lee Guinness	Leyland	159.73
1923	J. R. Parry Thomas	Fiat	145.92
1924	E. A. D. Eldridge	Sunbeam	150.78
1925	M. Campbell	Higham	168.07
1926	J. G. Parry Thomas	Higham	170.62
1926	J. G. Parry Thomas	Napier Campbell	174.22
1927	M. Campbell	Sunbeam	203.79
1927	H. O. D. Segrave	White Triplex	207.55
1928	M. Campbell	Napier Campbell	206.95
1928	Ray Keech	White Triplex	207.55
1929	H. O. D. Segrave	Irving Special	231.38

Most of these records were established over a distance of a mile; the others were over a kilometre, and were nearly all made on the Continent.

WILLYS KNIGHT CARS & TRUCKS.

SHOWROOM "DURO" MOTOR CO., LTD.
SERVICE STATION NATHAN ROAD, KOWLOON.
DISTRIBUTORS:—GILMAN & CO., LTD.

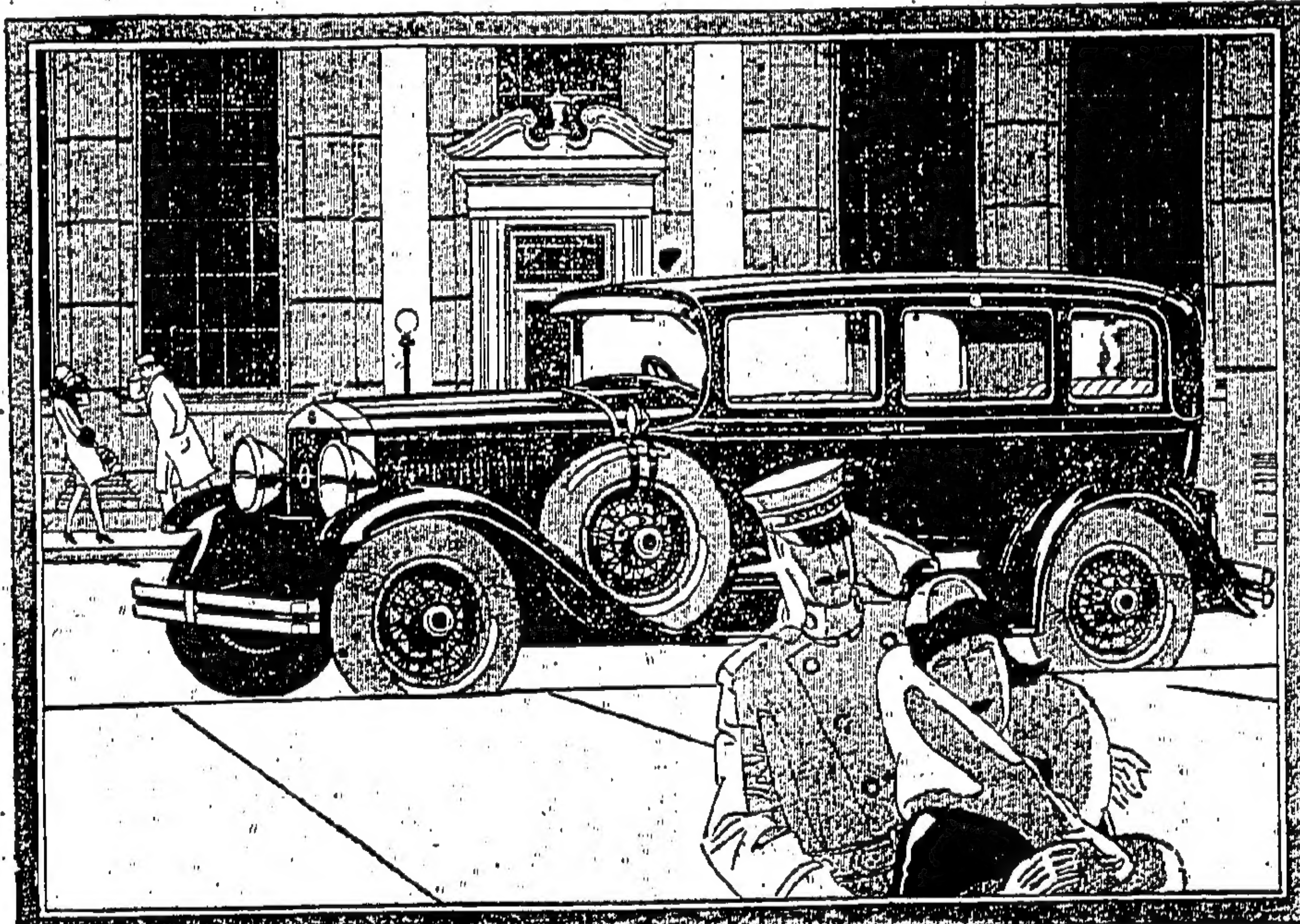
FLEXIBILITY IN CAR PERFORMANCE.

IMPROVEMENTS TO THE ENGINE AND THE TRANSMISSION.

The call for flexibility in car performance has resulted in many changes in design, such as the re-arrangement of valve gears to give a high engine torque at low speeds and the all-round lowering of back-axle ratios to widen the range of speed on top gear. The subject has proved equally attractive to inventors, and, here, again, work has been proceeding on two converging lines: upon improving the engine and upon redesigning the transmission system. These researches are admirably exemplified by two inventions which are described in full in a recent issue of The Motor.

Apert from their intrinsic merits these inventions are of value inasmuch as they indicate the general trend of development which is being followed everywhere at the present time along various paths.

Engineering Genius means this to you...



STUDEBAKER'S NEW COMMANDER EIGHT REGAL SEDAN FOR FIVE—Six wire wheels, folding luggage grid, hydraulic shock absorbers and ball bearing spring shackles, standard equipment.

STUDEBAKER engineering genius, capable of winning 238 official speed and endurance records, has not sacrificed one desirable automobile quality to magnify another. With all its thrilling eight-cylinder performance, this new Commander is very economical. With all its beauty and equipment, this new Commander Eight is moderately priced.

Perfectly balanced and harmonized design in

every part is the secret of the phenomenal success of Studebaker's new Commander Eight. Worthy successor to the famous Commander Six that traveled 25,000 miles in less than 23,000 minutes, this great new Eight is built to champion car standards in every respect. Then, to make your assurance of lasting satisfaction doubly sure, it carries the name STUDEBAKER—honoured throughout the world for 77 years.

Studebaker's Four Lines

Studebaker builds four great lines of cars—The President Eight (30,000 miles in 24,274 minutes); The Commander Eight; The Director (20,000 miles in 4751 minutes); The Marking (10,000 miles in 984 minutes). Each is backed by Studebaker's 12-month guarantee.

PRICES RANGE FROM H.K. \$2,320.00 TO H.K. \$6,140.00.

"READY FOR DELIVERY"

Erskine Tourer	H.K. \$2,320.00	Studebaker Director Tourer 7-pass.	H.K. \$3,48,000
Erskine Royal Sedan	H.K. \$2,900.00	Studebaker Commander Sedan	H.K. \$4,530.00
Studebaker Director Tourer 5-pass.	H.K. \$3,360.00	Studebaker President Limousine	H.K. \$6,140.00

THE HONG KONG HOTEL GARAGE

(THE HONG KONG & SHANGHAI HOTELS, LTD.)

SHOWROOM—25, QUEEN'S ROAD CENTRAL

TELEPHONE CENTRAL 4759.

STUDEBAKER

BUILDER OF CHAMPIONS

MOTOR NOTES.

NOTES FROM HOME.

— AND NOW "BLUEBIRD!"
[FROM A LONDON CORRESPONDENT.]

The prestige of the British motor industry has received yet another fillip by Captain Malcolm Campbell's fine achievement in obtaining world's records for five kilometres and five miles with his Napier-Arrol-Aster, "Bluebird." Campbell beat the old figure for the latter distance by the enormous margin of 73 m.p.h. and it is interesting to note that, although his mean speed for the mile was 128.8 m.p.h., slower than Segrave's with the "Golden Arrow," yet this represents only about 9/10ths of a second in actual time. Great satisfaction is felt at the Arrol-Aster works at Dumfries where the body was designed and constructed and a great deal of work done to the car generally.

Memories are included to be somewhat short as regards records and a case in point is the recent 24 hour record for the 3 to 5 litre class broken by a well known American car at Montlhéry in the hands of three British racing drivers. This car covered 1,718 miles in the period at an average speed of 72.1 m.p.h., but some time ago a 6-cylinder Acordes of 2-litres only driven by Mr. Gillett throughout, covered 1,984 miles in the 24 hours at 82.88 m.p.h. The driver found no difficulty in driving the entire distance himself owing to the car's easy and comfortable running.

COMBINING SPEED AND FLEXIBILITY.

While on the subject of speed reference must surely be made to the 4-litre Bentley which has attained the position of the sporting motorist's ideal and has achieved world renown by its success in such International events as the Grand Prix d'Endurance.

The "4" may be described as a logical development of the 3-litre model and is a true combination of the "iron hand" and the "velvet glove." For this Bentley will turn itself into a veritable racing car at the wish of its driver when, at 60 m.p.h. on top, the engine is screaming more than idling, or it will glide along at about 10 m.p.h. on top with all the ease of a town carriage. Among the features of this example of Captain W. O. Bentley's designing genius are two pairs of inclined valves to each cylinder and two sets of sparking plugs, one at each side of the combustion head, fired by two independent but accurately synchronised magneto.

The Devonshire House firm of Rootes, Ltd., are the world exporters of Bentley cars, as well as of Hillman, Humber and Commer which, it will be remembered, were amalgamated last autumn. Apart from their export business they are the largest distributors of Austin, Hillman and Bentley cars, and nearly the largest of Rolls-Royce. The Hillman Straight Eight is now to be seen on the road in ever increasing numbers and is winning golden opinions from users. This 2½ litre model, with its 4-speed gearbox giving 70 m.p.h. in top and 30 m.p.h. in third, was subjected to a most rigorous 50,000 mile test on British and Continental roads before the manufacturers even decided to put it into production.

A Hunter 16/50 h.p. Sports coupe is the choice of Captain J. S. Irving, famous as the designer of Sir Henry Segrave's "Golden Arrow," and it must have given particular pleasure to the makers to receive this order from one of the most famous motor engineers of the age.

REAL CHASSIS AND ENGINE TESTS.

The system of chassis test employed at the Humber works at Coventry is interesting for it permits the slightest undue noise or vibration to be located. As soon as a chassis is completed it is fitted with a "slave" pair of rear wheels. It is then mounted so that each of the rear wheels bears on a pair of rollers connected with huge dynamometers. The car is subsequently run for various periods on all gears in turn during which time electrical readings of the power transmitted by the back wheels are taken. Further, the chassis is loaded with a weight equivalent to the body, driver and passengers and definite power output must be recorded and the transmission conform to a standard degree of silence.

At the Armstrong Siddeley works the new 12 h.p. 6-cylinder car engine was recently tested by the methods used for aero engines. It was run continuously night and day at half throttle for ten periods, at the end of each period half an hour's full throttle running being given. This lasted for 100 hours during which time slow running, acceleration, maximum revolutions and maximum power were also tested. Subsequently the engine was mounted in a chassis and went off on a 10,000 mile night and day road test emerging successfully without the need for replacements.

ABOUT CHROMIUM PLATING.

There are still, apparently, motorists who do not appreciate the main advantages of chromium plating—that it never requires the application of metal polish. The Singer-Cos, which is believed to be the first British concern to standardise chromium plating on its cars, pastes a notice on the windscreen reminding owners that the bright fittings only require cleaning with a damp chamois leather and polishing with a soft dry cloth. Not that metal polishes are actually harmful to chromium plating; they are merely a waste of time.

Chromium plating is one of the features of the very attractive new model introduced by the Standard Co. This is known as the Tourist 4-seater coupe, and is of the sportsman's close coupled type so much in vogue at the present time. It appeals particularly to the driver who usually likes to carry only one passenger and to have ample luggage accommodation protected from the weather, but to be able to take two extra passengers if he wishes. Two wide doors give easy access to front and rear seats, the former having pneumatic upholstery which is such a boon to the driver on a long journey.

The Tourist Coupe can be had on either the standard 9 h.p. long wheelbase chassis or on the 13 h.p. "Six." A "Safetex" screen and dipping headlights are other modern fittings of this useful model.

SPECIALISED MUNICIPAL VEHICLES.

In a recent issue dealing with Municipal Vehicles *Motor Transport* drew attention to the very high stage of development reached in Britain in respect of the application of motor vehicles to the requirements of local authorities. In no other country have manufacturers and users co-operated so extensively and successfully to produce highly specialised vehicles so that the means are available for carrying out all forms of municipal transport in an efficient and economical manner.

A good example of a highly specialised vehicle is the latest Dennis low-load line fire engine known as the "G" type, which has a pumping capacity of 250-300 gallons per minute and is shod with pneumatic tyres and fitted with servo-operated 4-wheel brakes. This coiled delivery hose is carried in the main part of the body which is automatically illuminated on being opened and another useful lamp is mounted at the rear of the vehicle to facilitate backing into position for obtaining water.

Within a few seconds of arrival on the scene of action, the first-aid apparatus can be put into operation. 120 ft. of delivery hose are carried on a reel at the rear and a 35-gallon tank feeds the main pump. Two chemical extinguishers of the soda-acid and foam types are carried, the latter being used for ignited petrol or other inflammable liquids. A 30 ft. telescopic ladder is sufficient to give access to the roof of an average 3-storey house. A number of these Dennis machines have recently been shipped to South Africa, India and Australia.

THE CHOICE OF PUBLIC AUTHORITIES.

Street cleansing and refuse collecting are spheres in which the motor vehicle is steadily extending its influence and it is satisfactory to find that many foreign authorities are employing British vehicles for these purposes. Karrier road sweepers, for instance, are used in the cities of Berlin, Budapest, Cologne, Rotterdam and Helsinki.

The collection of house and trade refuse is a gigantic business. *Motor Transport* shows that in London about 1,205,000 tons refuse involve no less than 84 million calls annually at 770,000 premises! Steam waggons of Sentinel make are employed in the city of Prague for work of this nature and vehicles of the same kind have modernised the local system in Santiago, Chile.

The Dutch Postal authorities have paid a well deserved compliment to the British motor industry by ordering a fleet of Morris-Commercial vans. The contract was only secured after experiments with several makes and it is understood that the final choice was made on reliability and low running and up-keep charges.

THE DEVELOPMENT OF ROAD PASSENGER SERVICES.

A writer in *Bus & Coach* points out that the first long distance coach service in England, between London and Bristol, was started before chassis were built especially for passengers by most manufacturers and pneumatic tyres were by no means the rule. Just 4 years later, Britain is covered with a network of long distance routes worked by vehicles remarkable for their extreme comfort and efficiency.

DEFINING THE ELECTRIC VEHICLE.

A TAXATION PROBLEM.

A significant paragraph in the British Budget proposals refers to the duties charged on electrically propelled vehicles and reads as follows:—"It is proposed to provide that for the purpose of the duties charged on mechanically propelled vehicles a vehicle shall not be deemed to be an electrically propelled vehicle unless the electrical motive power is derived either from a source external to the vehicle or from an electric storage battery which is not connected with any source of power when the vehicle is in motion." This is obviously inserted, says *The Commercial Motor*, with the object of overcoming the difficulty which arose in the later months of last year, when the maker of a petrol-electric vehicle finally won a decision in a long-protracted case referring to the inclusion of this type of vehicle under the category "electrically propelled," thus considerably reducing the amount of tax payable as compared with that charged on a vehicle propelled by an internal-combustion engine.

We rather regret this return to the status quo, for the reason that we consider the petrol-electric class of vehicle deserves some such measure of encouragement, for it is an ideal type for certain work, running delightfully smoothly and being altogether free from any possible jars and shocks from gear changing.

SUNLIGHT MADE TO ORDER.

INGENIOUS TEST OF TYRES FOR USE IN TROPICS.

Tropical sunshine is now being created in the midst of England's smoky Midlands to test the effect of strong sunlight upon motor tyres made for use in hot climates. The innovation has been carried out at the laboratories of Fort Dunlop, where research work is undertaken into the qualities of rubber destined for most parts of the civilised world.

"Resistance to sun-cracking," one of the laboratory chemists explained in an interview, "is an essential feature of the modern tyre, and by means of the ultra-violet ray lamp we can to-day produce, within a few hours, the effect of exposure to months of strong sunlight." "By this means we can find out the values of various rubber compounds with regard to their resistance to sun-cracking and so anticipate the way in which the ultimate product may be expected to behave in tropical countries."

HIS PREFERENCE.

Maid: "The instalment man is here."
Mistress: "Tell him to take a chair."
Maid: "I did, but he said he would start with the motor-car."
—The Motor.

And these vehicles operate regularly over routes with hills which are notorious. Porlock Hill, with its 1 in 4 gradient, rough surface and sharp bends, even to-day is treated with respect by private cars, yet it was selected for testing one of the latest A.E.C. single-deck buses, the ascent being done many times with full load under the most exaggerated service conditions.

The Associated Equipment Co. are, of course, the builders of the vast fleet of nearly 5,000 buses operated by the London General Omnibus Co.

It is interesting to learn that Thornycroft are now in production with the larger types of six-wheelers for omnibus service to seat up to 70 passengers, and have already received orders from the Corporations of Southampton and Liverpool. The latter authorities fully satisfied themselves of the merits of the Thornycroft design, by prolonged tests lasting many weeks and over 7,000 miles of regular service.

Of course the firm's 2-3 ton types are being employed in rapidly increasing numbers in Overseas countries where roads are bad or nonexistent. Over 100 were ordered during the first 3 months of the year chiefly for use in New Zealand, South Africa, Rhodesia and South America.

IS THIS A MILEAGE RECORD?

With the development of regular bus and coach services some very big mileage figures are being established but there can be few that excel the record of one of the latest type of Commer buses which has been running six double journeys between Leicester and Nottingham daily. During the first 6½ months for which figures are available, this machine actually covered no less than 80,000 miles. This is equivalent to over 300 miles a day. Even allowing a month in the year for overhauls including decarbonising and valve grinding, this represents an annual average of over 100,000 miles.

EXPORTS OF BRITISH MOTOR CYCLES.

Official Statistics for the year ended December 31, 1928, have recently been issued and disclose a further expansion of exports of British Cycles and Motor Cycles.

Such statistics separate motor cycles from motor cycle parts and complete bicycles from various classes of cycle parts. Tyres are excluded from the figures which are discussed.

From the statistics in question it would appear that the total value of exports of British Cycle and Motor Cycle products to the various markets of the World amount to £8,901,800 for the year ended December 31, 1928, as compared with £5,885,384 for the year December 31, 1927.

The figures may now be analysed as follows:—

	1927.	1928.
Value.	Value.	
Motor cycles	2,142,172	2,530,261
Motor cycle parts	917,736	1,283,714
Cycles	1,189,453	1,357,862
Cycle parts	1,839,001	1,737,963
Grand total	£5,885,384	£8,901,800

It is also interesting to observe the trend of trade between Great Britain and the various principal British Possessions and for this purpose, an analysis of the numbers of cycles and motor cycles is given.

	1927.	1928.
CYCLES.		
Australia	2,582	2,537
India	102,505	128,826
New Zealand	7,879	13,137
South Africa	11,840	13,387
British East Africa	5,482	7,692
Fed. Malay States	1,242	1,551

	1927.	1928.
MOTOR CYCLES.		
Australia	9,503	8,724
India	2,119	1,802
New Zealand	3,186	2,748
South Africa	7,028	9,483
British East Africa	884	432
Fed. Malay States	398	234

*Including Northern and Southern Rhodesia.
Board of Trade returns for the year ended December 31, 1928, disclose exports of British cycle and motor cycle parts at £3,236,890 as compared with £2,556,737 for the year ended December 31, 1927. Of the above total it would appear that the chief purchasers within the Empire are Australia, South Africa, New Zealand, and India, as will be seen from the following table.

	Motor Cycle Parts.	Motor Cycle Value.
	1927.	1927.
	Value.	Value.
Australia	189,372	89,499
South Africa	153,584	61,423
New Zealand	57,710	21,828
India	238,481	23,338

The energy and skill of the British Cycle and Motor Cycle manufacturer in providing products of the type required in the above Dominions provides an object lesson in the practical side of Imperial Trade and incidentally it demonstrates the ability with which British Cycle and Motor Cycle manufacturers are able to compete with foreign competitors in the markets of the Dominions.

Detail figures of imports into the various Dominions are not yet available for 1928, but comparing British exports to these Dominions as compared with foreign exports for the last available period, the comparison is as follows:—

	1927.	British.	Foreign.
CYCLES.			
Australia	9,503	2,843	2,843
New Zealand	3,186	555	555
South Africa	7,028	1,035	1,035
India	2,119	115	115

	1927.	British.	Foreign.
MOTOR CYCLES.			
Australia	2,582	2	2
New Zealand	7,879	2	2
South Africa	11,840	5	5
India	102,505	450	450

POLISH MOTOR MARKET.

KEEN FRANCO-AMERICAN RIVALRY.

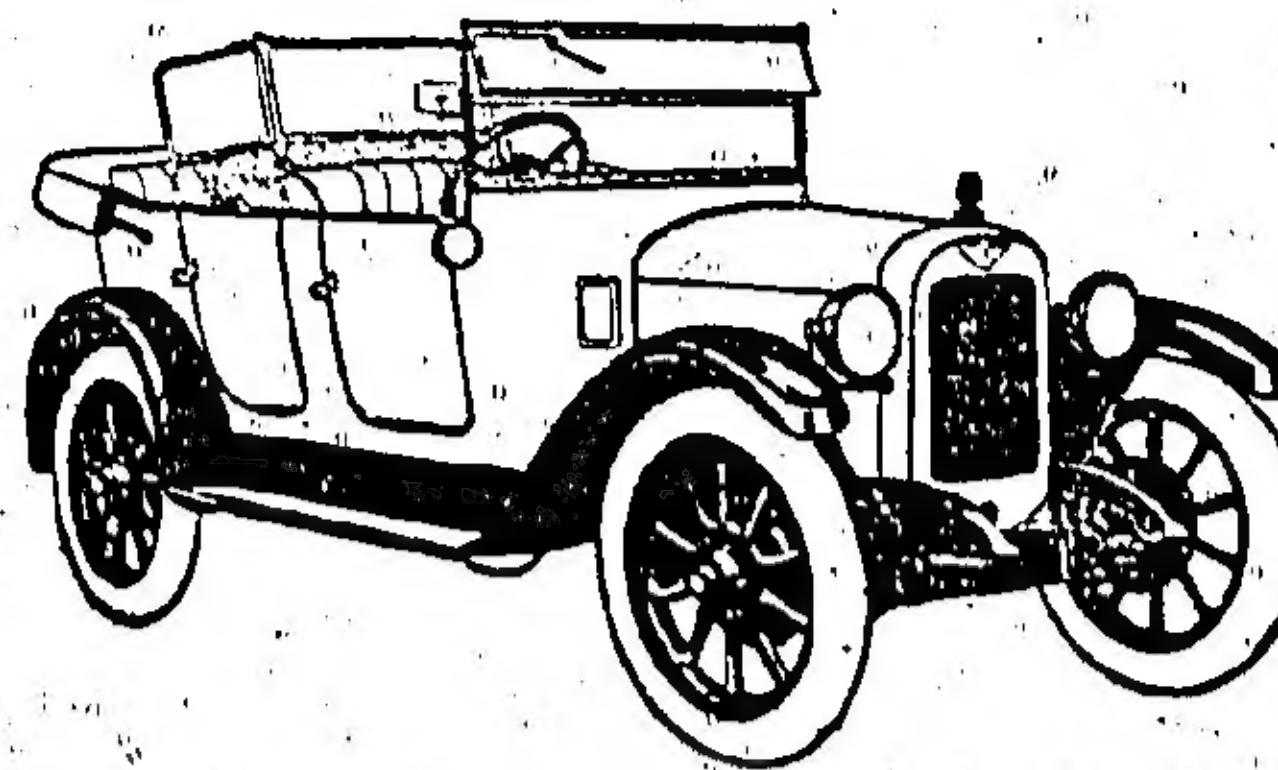
Warsaw.—The fight for the European motor-car market is extending in all directions, the French Citroën Company planning now to open its own assembly plant here in order to be better able to compete with General Motors which, during the last few years, succeeded in steadily gaining ground on the Polish market against the French product.

It may be noted in recent years the number of motor-cars in Poland has increased from 14,800 at the end of 1925 to 16,500 and 21,800 in the two following years and to 29,400 at the end of 1928. Among the latter were 4,000 trucks. Motor cycles total 4,187.

TAXIMETERS ON GOODS VEHICLES.

So certain goods vehicles in France are to be equipped with taximeters. The idea appears to hold out some interesting possibilities, but we hope, remarks *The Commercial Motor*, if the idea develops in this country, that there will be no "crawlers" looking for the top of goods. If so, the police will soon be getting busy.

Now

is the time
to buy your Car.

12 H.P.

Austin
CARSare famous throughout the
world for Speed, Comfort, Economy and Reliability.ALEX. ROSS & CO.
(CHINA), LTD.

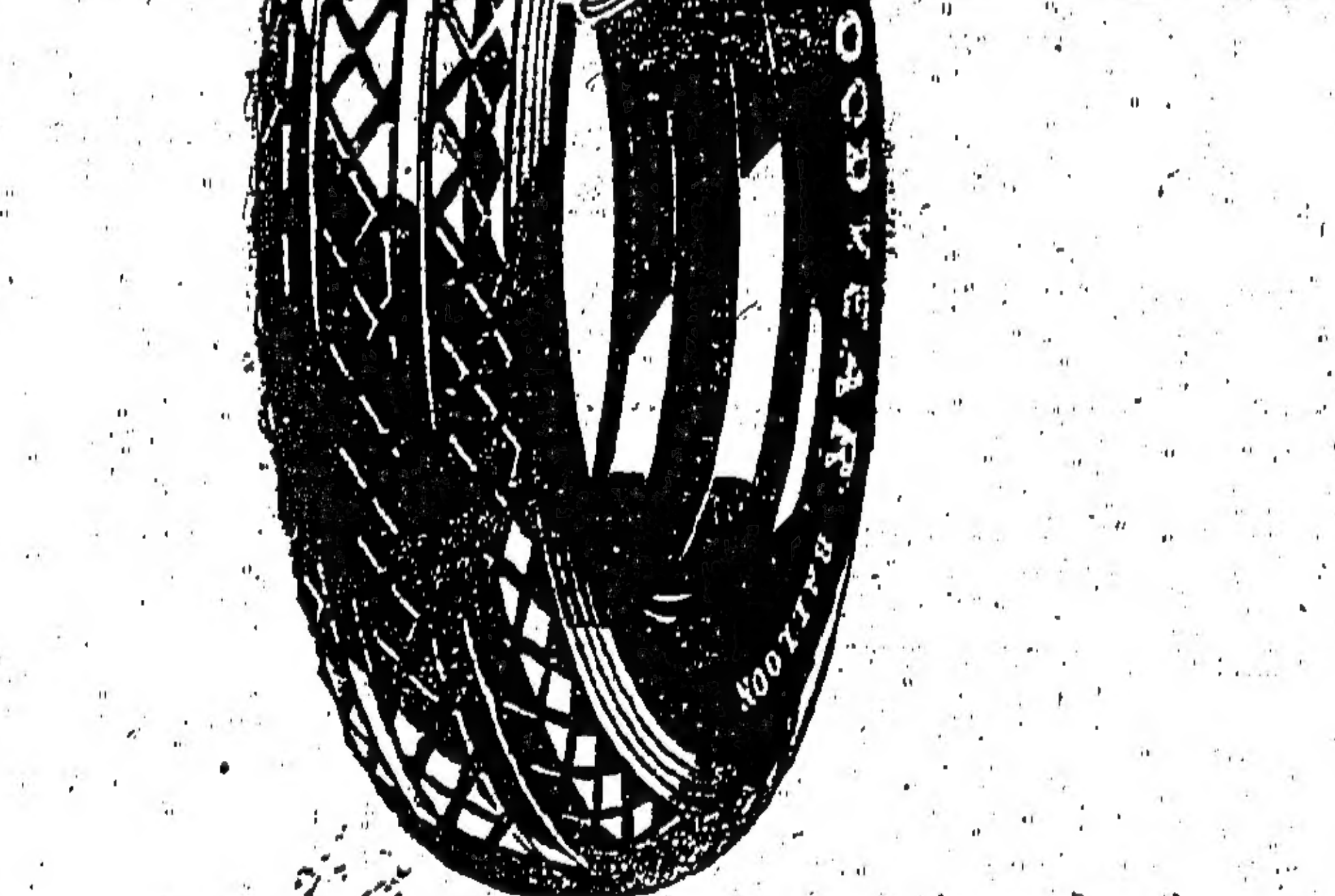
PRINCE'S BUILDING.

KOWLOON GARAGE & SHOWROOM.

TEL. C. 27.

TEL. K. 1486.

[A.P.R.]



Slow Tread Wear

The tough and wear
resisting qualities of
the All-Weather
Tread give many
extra miles of satis-
factory service.

DISTRIBUTORS:

ALEX. ROSS & CO. (China), Ltd.

Prince's Building, 2nd Floor.

Telephone C-27.

Kowloon Service Station.

Telephone K. 1486.

THIS NEW TENNIS SHIRT

is **KNITTED**

—and knitted from such fine soft absorbent yarn that its comfortable springiness is surprising.

It is carefully cut, finished to a nicety, and has short sleeves.

May we send you one to see—think you will like it.

Mackintosh
MEN'S WEAR SPECIALISTS
ALEXANDRA BUILDING. DES VOEUX ROAD

"King George IV"
Old Scotch Whisky

PRE-WAR QUALITY

THOROUGH MATURITY

RARE BOUQUET

DELICATE FLAVOUR

OUTSTANDING CHARACTER

UNVARYING STRENGTH

ABSOLUTE PURITY



THE DISTILLERS AGENCY LTD.
EDINBURGH
Scotland

SOLE AGENTS:

GANDE, PRICE & CO. LTD.

TEL. C. No. 185.

HONG KONG.

Whiteaways
WHITEAWAY, LAIDLAW & CO. LTD.

SPECIAL

DOLLAR VALUE

SALE

STILL CONTINUES

A SPECIAL BARGAIN JUST ARRIVED

288 ONLY

PRINTED COTTON TABLE COVERS

With assorted designs and colours

Size 36 IN. SQUARE

SPECIAL

VALUE \$1.00 EACH.

SEE OUR WINDOWS.

WHITEAWAY, LAIDLAW & CO., LTD.

HONG KONG

PROPER LENGTH OF NOTICE?

NEWSPAPER ENTERPRISE, LTD., SUED.

FORMER SUB-EDITOR'S CLAIM FOR \$1,000.

The question as to whether three months or six months should be the proper term of notice between a sub-editor and a newspaper proprietor came for decision before the Puisne Judge (Mr. Justice Wood) at the Summary Court yesterday, when Mr. Harry Cooper sued the Newspaper Enterprise, Ltd., for \$1,000 as damages for determination of his service without reasonable notice.

Mr. M. M. Watson (of Messrs. Johnson, Stokes & Master) appeared for the plaintiff, and Mr. A. C. Arculli for the defendants.

Outlining his case, Mr. Watson said that Mr. Cooper, entered the service of the defendants on June 1, 1927, as a reporter at a salary of \$300 a month. In the following month, the plaintiff entered into a written contract as sub-editor-reporter at a salary of \$350 per month, rising to \$450 in four years. The contract contained a three months' notice clause, and also provided a passage home for the plaintiff if he completed the term.

Later two senior members of the staff, Mr. McDonald and Mr. Dobbie, left the defendants' service, and plaintiff was placed in editorial charge of both the *China Mail* and *Sunday Herald*. The plaintiff continued to be in charge of the two papers under December 12, 1928, when he wrote a letter to Mr. G. W. C. Burnett (Managing Director) suggesting an increase of salary as he had to do more work and held a more responsible position than formerly.

Mr. Watson pointed out that when this letter was written, the plaintiff was drawing \$450 per month, as his salary had been raised by \$50 at the end of 1927, and again in May, 1928. Therefore within the first year the plaintiff was getting the salary he was entitled to for the fourth year under the contract. Mr. Burnett replied the next day to plaintiff's letter suggesting that he should resign. Plaintiff, however, did not resign, and on December 28 he was served with three months' notice under the contract. It was the plaintiff's submission that the contract of July, 1927, automatically became void when his status changed from that of sub-editor-reporter to senior sub-editor, and that thereafter he was governed by a general hiring under which he was entitled to six months' notice according to the custom among journalists who held responsible positions.

Contract as Sub-Editor-Reporter.

Mr. Cooper stated in the witness-box that he had been a journalist for 17 years in England and the Far East. Witness then spoke of entering into a contract with the defendants as a sub-editor-reporter and his rise to the position of senior sub-editor. During the period of his employment, Mr. Burnett made suggestions for leading articles and other editorial comment although he never wrote any himself.

In cross-examination, Mr. Cooper said that he had asked for an increase several times and Mr. Burnett had given him a vague promise of a partnership. When he was called upon to take over Mr. Dobbie's work, witness was led to believe that was on a new agreement, although nothing was mentioned about the cancellation of the old contract. It was only when the question of his status was raised in the present case that Mr. Burnett saw fit to fall back upon the old contract which was understood to have lapsed by the course of events.

Opinions of Two Hong Kong Journalists.

Mr. R. T. Barrett, senior sub-editor of the *Hong Kong Daily Press*, a witness called by the plaintiff, stated that he had only a slight acquaintance with plaintiff and was attending at the request of his solicitor. Witness said that he had been engaged in journalism since 1912. He agreed with Mr. Watson that Mr. Cooper's position in charge of two papers was not compatible with the agreement for sub-editor-reporter. It had been held in England that six months was the customary notice for sub-editors, and that in witness's opinion was a reasonable period of notice out here. Three months would be a reasonable notice for a sub-editor-reporter. Sub-editor and sub-editor-reporter were distinct grades in journalism.

Mr. W. A. Donaldson, who stated that he had been a journalist for 30 years, gave evidence of being connected with the *China Mail* and *Sunday Herald* as sub-editor on a four years' contract which had no notice clause.

Witness said that he had been there about one year, but owing to differences with Mr. Burnett he had given three months' notice. When he gave notice, he knew that six months' was necessary, but in the circumstances Mr. Burnett decided to accept three months' notice.

(Continued on next column).

COURTS-MARTIAL AND THE PRESS.

STRANGE MISUNDERSTANDING.

OFFICIAL ORDERS MISCARRIED?

It is expressly laid down in King's Regulations that Courts-Martial be held in public, and that the Press be admitted. The authorities have long recognised that such procedure is, in the interests of the public as well as in the interests of the ranks or ratings concerned.

In Hong Kong, for some time past, Press representatives have encountered great difficulty in obtaining access to such proceedings. Moreover, no intimation has been received at any time from an official source of the fact that Courts-Martial are to be held. In every instance, information has been received from outside sources.

Yesterday's "Misunderstanding."

A *Daily Press* representative—a European—had an annoying experience yesterday when he sought to obtain admission to the Court-Martial at Murray Barracks. At 2 p.m. he arrived at the gates of the barracks and informed the sentry that he wished to attend the Court. He was refused admission, and told to "wait" until "somebody" came.

At 2.30, weary of standing in the sun among a crowd of coolies seeking admission to the barracks, the Pressman got into telephonic communication with the office of the South China Command Headquarters, but without getting any satisfaction, as he was told by a Chinese there was "nobody" in the office. At 2.30 he returned to the gate, and was again told by the sentry to take up a position among the coolies.

At 2.32 the sentry sent for the Lance-Corporal of the guard, that individual eventually arriving at 2.45. The corporal took the coolies into the barracks but left the Pressman standing at the gate, where he was quickly surrounded by a fresh crowd of chit coolies and comradere's boys. At 2.47 a staff-sergeant entered the gate, and the Pressman appealed to him for assistance. Finally, at 2.57, a private came upon the scene and conducted the *Daily Press* representative to the room in which the Court was sitting, after nearly an hour had been wasted in waiting for admission.

Who was responsible for this misunderstanding? We understand similar trouble occurred in the morning, and that H.E. Major-General Sandilands and Colonel Brownrigg, on being appealed to, at once gave definite instructions that the Press were to be admitted. It is a pity these orders were not as promptly passed on to the sentries.

Mr. Cooper carried out in the office were not consistent with the agreement for sub-editor-reporter, and he considered that three months' notice was not sufficient.

Defendant's Point of View.

Mr. Burnett, giving evidence in the witness-box, contended that although the duties performed by Mr. Cooper changed later, it was understood that the old agreement was in force. There had been no understanding that the raising of salary was to prejudice the agreement in any way.

Mr. Watson pointed out that both Mr. Barrett and Mr. Donaldson had given it as their opinion that six months was reasonable notice. Witness said he could not agree. He thought that three months' notice was sufficient. This was, however, the first case of the kind he had heard of in the Colony. Mr. Burnett denied that he ever offered Mr. Cooper a share in the business.

Mr. Burnett agreed that he did not write editorial articles, adding that he paid other men to do so. During a lengthy questioning, he maintained that because Mr. Cooper did other work than at first and had a rise in salary the agreement and the notice clause had not gone overboard.

Addressing his Lordship, Mr. Arculli said that the work of a sub-editor and sub-editor-reporter was so intermingled that it was difficult to draw the line between the two. His case was that while Mr. Cooper was sub-editor-reporter he was doing the work of sub-editor, and although the work changed the agreement stood. Both parties carried on in the belief that the agreement was in force. The additional pay was given *ex gratia* owing to extra work done without prejudice to the agreement.

In his final submission to his Lordship, Mr. Watson said that in the case of dispute it had been laid down that the evidence of independent witnesses should be called. He had called Mr. Barrett, an independent witness, who had said that six months was a reasonable notice. This had not been challenged. This evidence had been supported by Mr. Donaldson.

His Lordship reserved judgment.

THE HARBOUR BOARD.

DUTIES AND PERSONNEL

REPRESENTATIVES OF CHINESE CHAMBER.

One of the subjects discussed at the Chinese Chamber of Commerce yesterday was the proposed formation of a Harbour Board. The secretary indicated that the Government had written to the Chamber giving details of the proposed Board and asking the Chamber to nominate two members to the Board.

It was announced that the Committee of the Chamber had appointed Messrs. M. E. Lo and T. N. Chau as the Chamber's representatives on the proposed Board, the Government having asked for representatives who were thoroughly conversant with shipping, local trade, docks and wharves. Mr. Li Yik Mui, the Chairman asked that the appointment of Messrs. Lo and Chau be confirmed and this was carried with applause.

The constitution of the Board as outlined in the letter to the Chamber is as follows:—

HARBOUR BOARD TO ADVISE THE GOVERNOR.

1.—To advise the Governor and the Government of Hong Kong in any manner touching or concerning the harbour of Victoria as to which the advice of the Board may be sought by the Government.

2.—To watch the interests of the Colony as affected and served by the said harbour.

3.—To devise, evolve, prepare and consider ways, methods, schemes, plans and proposals to the end that the fullest and best use may be made of the said harbour and that the same may be available to and availed of by shipping of every kind with the utmost safety, facility and economy. In particular and without prejudice to the generality of the foregoing words to devise, evolve, prepare and consider schemes, plans and proposals for or touching or concerning—

- (1) the improvement and development of the said harbour;
- (2) the improvement, provision and maintenance of wharves, piers, quays, breakwaters, berths for shipping and other harbour works;
- (3) the dredging or otherwise deepening of the said harbour and its approaches, and the removal of rocks, banks, silt and other obstructions;
- (4) the maintenance, improvement and provision of ware-houses, godowns and places of loading, discharge, landing and handling of goods of every kind;
- (5) the embarkation, disembarkation and movement of passengers and their baggage;
- (6) the coaling, fuelling and provisioning of ships;
- (7) the lighting of the said harbour and its approaches;
- (8) the arrangement of the anchorages and fairways;
- (9) communication with shipping; and
- (10) the prevention, mitigation or alleviation of loss, damage or distress by typhoons and other visitations.

The personnel of the Board is to be as follows:—

Chairman: The Harbour Master.
Official members: The Director of Public Works, The Director of Medical and Sanitary Services, The Captain Superintendent of the Police, The Manager of the Railway and The Superintendent of Imports and Exports.

Unofficial members holding office during His Excellency's pleasure: Four British Subjects, members of the General Chamber of Commerce of Commerce, recommended by such Chamber and nominated by the Governor. Two British Subjects, members of the Chinese Chamber of Commerce, recommended by such Chamber and nominated by the Governor.

Ex-Officio Secretary: The Deputy Harbour Master.

KAIPING HOUSEHOLD COAL

In Lots of not less than 1-ton:—

Delivered to Peak District (above Bowen Road), \$23.00 per ton.
Delivered to Bowen Road and Lower Levels, \$21.00 per ton.
Delivered to Pokfulam Road, \$23.00 per ton.
Delivered to Kowloon, \$19.00 per ton.

Note Reduction in Prices.



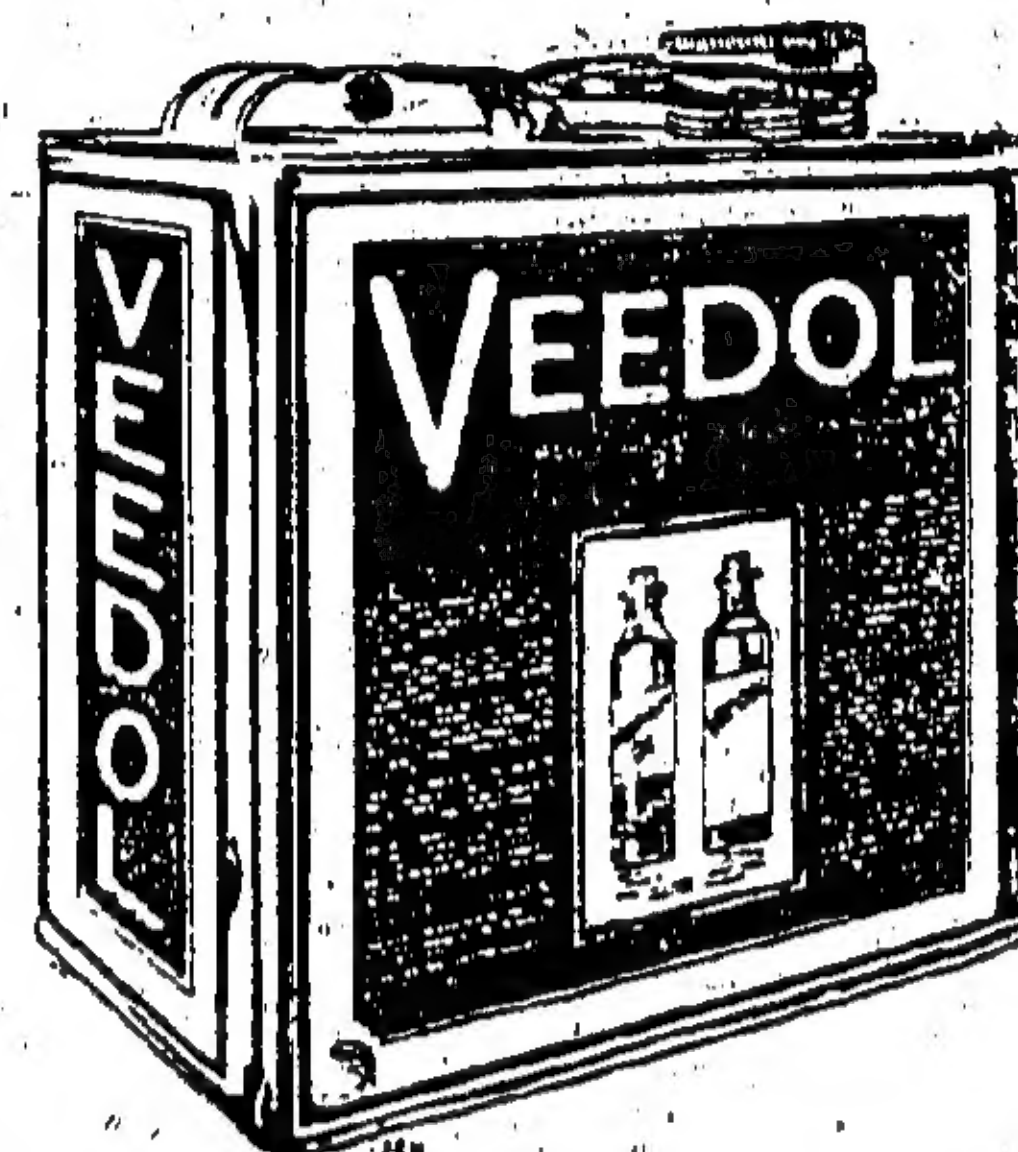
Orders should be sent in writing not by telephone at least 24 hours before the Coal is required.

All orders must be accompanied by Cash, Cheque, or Compro Order payable to "The Kailan Mining Administration."

For Price Apply to

THE KAILAN MINING ADMINISTRATION
DODWELL & CO., LTD. Agents, Hong Kong.

Correct Lubrication means longer life to Engines and Machinery by reducing wear and rate.



VEEDOL

The Economical Lubricating Oils and Greases.

ALWAYS IN STOCK.

The Tide Water Oil Company.

SOLE AGENTS:

JARDINE ENGINEERING CORPORATION, Ltd.

Pedder Street, Hong Kong.

Tel. Add: Jardeng

Phone: C. 3351.

[A.P.B.]

HONG KONG AND DR. SUN YAT SEN.

SOLEMN AND IMPRESSIVE CEREMONIAL.

THE REPUBLICAN IDEAL.

Mr. Ng Tai Ping presided at the Memorial Service held in the Modern Literary Association, Hok Lee Terrace, on Saturday last, at the time of the obsequies of Dr. Sun Yat Sen.

In the middle of the hall, was a photo of Dr. Sun in front of which were numerous floral wreaths. There was a large gathering, the room being crowded. After the ceremonial had been performed, Mr. Ng Tai Ping, Chairman of the Literary Association, said: Eighteen years ago if a Chinese was questioned as to his nationality, he would have had to say that he was a Chinese subject. As a matter of fact he was a Manchu subject and was more or less a slave to a foreign Power. To-day he would say "I am a citizen of the Republic of China."

Citizens of the Republic. The Chinese are deeply conscious and proud of the fact that they are citizens of that great Republic. It is a privilege to be a member of the Republic, a republic which believes in peace and goodwill; a republic whose religion, philosophy, literature and art are fifty centuries old, and whose civilisation is based on morality and not on materialism. Who is this founder of this Republic? And who would be so ungrateful as to forget such a wonderful reformer and organiser as Dr. Sun, the "Father of the Nationalists."

The End of Civil War in Sight?

Rumours are flying thick these days concerning a peace movement among the rival military factions in China. These rumours made one believe that the military factions in China have come to regard the appeal to arms as an indicative way of settling party conflicts and that

once again they may resort to reason and common sense for the settlement of their personal and party differences. That would be welcomed by a country which has for so many years been cursed with civil warfare and whose people have suffered untold oppression from the warlords.

For the sake of unborn generations in China and for the sake of the prestige of the race, this form of meaningless mutually destructive military campaigns must cease. The merchant and peasant classes throughout the war-torn provinces have suffered enough. Famine was claiming thousands in the north-western provinces, especially in Shensi. Trade had been needlessly disrupted. Industrial development had practically remained stationary.

Let the Nationalist army groups get together and give some thought to the country and its suffering masses, and let them arrange an armistice with the Christian General and Kwangsi clique. The country must have at least ten or twenty years' peace.

The Hon. Secretary, Mr. Owen Au Yeung, said that though the Association was young in years and the gathering was the first of its kind, he felt sure that all were assembled that day with the united purpose of paying homage to Dr. Sun and do honour to the Republic.

The Programme.

1. Solemn gathering.
2. Three bows to National Flag.
3. Recitation of Dr. Sun's Will.
4. Three minutes' silence (exactly at noon).
5. Chairman's address.
6. Lamenting verse by Mr. Ng Tai Ping.
7. Speeches (1) by Dr. Norman P. P. Chamarette (interpreted by Mr. Ng Tai Ping); (2) by Mr. Yuen Pui Hing (interpreted into English by Mr. Ng Tai Ping).
8. Songs.
9. Photo taking.

PITY CANTON MERCHANTS.

ANOTHER MONTH'S RENT DEMANDED.

A SARCASTIC SUFFERER'S VIEW.

HOW TRADE IS BEING KILLED.

[FROM A SHAMEN CORRESPONDENT.]

CANTON, June 4.

Pity the property owners of Canton! Another month's rent is being exacted by the Government to swell the war chest and finish off the anti-Kwangsi war! It was only six weeks ago that the unfortunate landlords were forced to take up Government bonds to the value of half a month's rent. The present quotation for these bonds is a fraction over 10 per cent. of their face value, so the money may be regarded as lost. Nominally they will be redeemed in about two years—that is if Canton in the meantime enjoys peace and plenty and foregoes its weakness for sudden changes of Government and other civic upheavals. The prospect is fact is poor, and if anything goes wrong a further postponement of a few years may be expected. Meanwhile the merchants have to turn in their money at the nearest Police Station—the alternative being obvious, and the whole thing reminiscent of Dick Turpin's slogan.

ROUTINE EXACTIONS.

As a prominent merchant put it, "These exactions are a matter of routine now. When a war occurs or anything goes wrong in Government quarters the trading class and the property owners in particular are made to suffer. We all know the 'high-faluting' sentiments of the officials and their string of platitudinous assurances, and we know to our cost that they will continue to 'wrest' money from the people in the future as they have always done in the past. We have just got to put up with it, and anyone who kicks is made to pay double, so as to encourage the others."

"The landlords have been made to shell out nearly two and a half months' rent so far this year in police assessments," war expenses and special taxes to make Canton a model city with an American lay out. At the present rate—and I see no prospect of the pace slackening—it means five months' rent a year to the Government. No wonder people are refusing to invest in real estate. Can you blame them for taking a certain five per cent. in Hong Kong instead of a fancy twelve to twenty per cent. on Canton property?"

DEPRECIATED CURRENCY.

"Another thing to which we object is the indiscriminate way in which the province is flooded with Central Bank of China notes. In spite of official notices everyone knows that the issues are not backed with a proper proportion of silver. Consequently directly there is a war rumours of Communist trouble everyone gets a panic and another run on the Bank starts. The Bank shows the utmost reluctance to part with a single silver coin and so the run becomes more insistent.

"Finally, the Bank stops redeeming its notes and forces the leading firms to purchase and seal up notes to the value of 10 per cent. of their capital and the banks 30 per cent. of theirs. This policy of deflation has accounted for the disappearance of some \$10,000,000 in banknotes and in addition the Government is forcing tax payers to remit 30 per cent. in silver money and 40 per cent. in banknotes. Thus if one had to pay \$100 revenue, one would now have to hand over \$30 in silver and \$40 in banknotes.

"Then the Government employees are receiving only 80 per cent. of their salaries, the other 20 per cent. being withdrawn for the reconstitution of the banknotes. The deflation policy has caused untold loss but it enables the Government to clean up several million dollars a month in addition to its regular income. Superficially the Government muddles through but a day will come when it wakes up to find that the geese who meekly lay the golden eggs are all dying of pernicious anaemia."

WUCHOW "LICKING THE WOUNDS."

ORDER RESTORED AND TRADE STARTING.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, June 3.

Following the fall of Wuchow, communications between Canton and Kwangsi are being resumed. River steamers, which have been suspended their service since the start of the inter-Kwang war, are again on their usual runs to Wuchow.

Reports have come to hand confirming that Wuchow was systematically run back by the retreating Kwangsi soldiers. Practically every store was broken into and over a

(Continued at foot of next column.)

REDS ON KWANG-TUNG BORDER.

TRADE HELD UP.

HELP FROM CANTON?

(Industrial and Commercial Daily Press.)

The "army" of "Red" bandits, under Chu Tak and Mo Chak Tung, who have been giving trouble on Kwangtung, Kiangsi, and Hunan borders, are now disturbing the Nanchang district in Northern Kwangtung.

Some weeks ago they suddenly descended on Yanfa, in West Nanchang, and occupied the city. Troops for their suppression were despatched from Canton but the bandits left the city when they got news of their approach. Subsequently they paid a visit to Nanchang where several merchants "at once advised Canton, by wire, not to send any more consignments of goods to them for the time being. At the same time the magistrate of the district sent an urgent appeal to the Canton military authorities for help, and troops have been sent from Shuiwan by order of General Chen Tsai Tong with instructions to wipe out the bandits.

The people of Nanchang, however, seem to be rather cynical about the efficiency of this punitive expedition, saying that the bandits will be busy victimising another city before the troops arrive.

KWEICHOW TROOPS ROUTED.

(Nam Chung Pao.)

According to a wireless message from Wuchow, the Kweichow troops under Chow Si Cheng were recently severely beaten by the Yunnanese pro-Nanking forces, and Kweichow, the capital of Kweichow has fallen into the hands of the latter. The defeated troops have fled towards Szechuan.

FALL OF WUCHOW.

NEW REPORT SAYS "NO FIGHTING."

[THROUGH SEUTER'S AGENCY.]

SHANGHAI, June 4.

The Kuo Min learns from Canton that Wuchow, the last stronghold of the Kwangsi Clique, was taken over without fighting last night by the Kwangtung troops, the rebels having withdrawn previously.

GENERAL CHEN MING SHU AND GREAT BRITAIN.

CORDIAL EXPRESSION OF FRIENDSHIP.

A brief account appeared in yesterday's Daily Press of the Shamien celebrations in honour of the King's birthday.

The reception at the British Consulate was attended by General Chen Ming Shu, the head of the Canton Government, who was thanked by Mr. G. S. Moss, M.B.E., the British Consul-General, for his presence.

Mr. Moss wished the General health and personal happiness, adding: "I also have the honour to express our hopes that your consolidation of true unification in the Government of China and a great extension in the prosperity of the Province, its trade and industry, coupled with a progressive development of friendly and mutually profitable international relations. Ladies and Gentlemen, I ask you to drink to His Excellency General Chen Ming Shu, the National Government of China and the Province of Kwangtung."

Happy Relations.

In the course of his reply, General Chen Ming Shu on behalf of the people of the Kwangtung Province, wished His Majesty many years of good health and happiness. "I wish to thank you," he continued, "Mr. Consul-General, and ladies and gentlemen, for drinking to my health and to the prosperity of the Nationalist Government of China and of the Province of Kwangtung. I wish to assure you, Mr. Consul-General, that my administration will always continue to maintain the very happy relations now existing between our respective Governments, and to promote every means for the development of trade and industry between this province and friendly nations. (Applause.)"

dozen merchants severely wounded when they tried to resist the attentions of their gallant defenders. The message adds that the looting was the worst that has ever occurred in the history of the city.

But the situation in Wuchow is now under control and the streets are being policed by the conquerors. The beaten force is retreating towards Tang Hsien, being hotly pursued by the Nanking troops.

WATER SHORTAGE ANXIETY.

GOVERNMENT'S EMERGENCY MEASURES TO MEET SITUATION.

TRIBUTES TO THE PATIENCE OF THE CHINESE POPULATION.

FUTILITY OF RESTRICTION.

Yesterday, the "Daily Press" learned that anxiety is increasing in official circles with regard to the water crisis.

According to latest reports, the total storage in the island reservoirs on the morning of Monday, June 3, amounted to 237.90 million gallons, showing a decrease of 23.15 millions gallons during the past week; the amount collected from streams being 1.24 million gallons. The week's consumption amounted to 27.49 million gallons, and includes 2.21 million gallons brought across the harbour from Kowloon to the tanks of the Water Front and .87 million gallons from the Takoo Refinery Supply.

Kowloon Waterworks.

The total storage in the mainland reservoirs on the same day amounted to 87.60 million gallons, showing a decrease of 14.22 million gallons during the past week. The week's consumption including supplies to water boats and Hong Kong amounted to 24.88 million gallons.

The yield from streams during the week was, therefore, 10.64 million gallons.

"The water position in Kowloon is also becoming serious and the restrictions advertised to commence on the 5th instant will have to be increased in severity unless rain falls within the next few days."

There are slightly less than 40 days' restricted supply and there is every reason to believe that the recent economies and restrictions imposed by the Government are failing in their purpose. While the supply is turned on householders are drawing off more water than they really need and are storing it in baths, and other receptacles.

For this reason, it is considered unlikely that further restrictions will be imposed.

Praise for the Chinese.

The Government are deeply impressed by the fortitude and patience of the Chinese population during this trying ordeal. The poorer classes are the greatest sufferers and many of them have to pay money they can ill afford for water to be carried to their houses.

The Government are taking immediate steps to store large supplies. Brick tanks are being constructed on the Praya to hold supplies, and as soon as it is certain that water can be brought into the Colony, additional tanks to the number of fifteen will be constructed.

Supply from Tsin Wan Hills.

Work is in progress along the Castle Peak Road to tap supplies from Tsin Wan Hills and there is every probability that this water will be shipped across to Hong Kong. In addition, special water-carrying trucks are being constructed in order to transport water by rail from Taiipo or Shumchun. These trucks may be ready in twelve days.

West River Projects.

The Government has received several suggestions with regard to transporting water from West River. It is understood that only three ships on this run have available ballast tanks and they could not bring in large quantities. Also, the river is polluted by sewage.

A suggestion that the Kiangsi proceed up West River with half-a-dozen lighters in tow has received careful consideration. The Government, however, consider that the lighters would have to proceed a considerable distance up the reaches of the river before reaching fresh water and the service would be necessarily slow.

More hope is attendant upon a scheme for bringing fresh water from Lappa, near Macao, where there are said to be perennial streams.

Wells to be Opened.

Both the Indo-China S.N. Co. and the C.P.R. have offered to assist the Government by bringing fresh water from Shanghai and other ports as ballast. It is probable that these offers will be accepted and a Committee of shipping men in the Colony will meet to assist Mr. F. W. Carpenter who has been deputed by the Governor to take charge of the emergency measures.

Representation has been made from various quarters for the reopening of many of the wells in the Colony. With regard to this move, the Government have given the Director of Medical and Sanitary Services (Dr. Wellington) a free hand to decide upon the advisability of drawing supplies from these sources. At the same time, it is pointed out that many of the wells were closed down because the water they contained was impure.

Many residents have suggested the installation of distilling plants, but it is pointed out, in this respect, that enormous expenditure would merely result in very meagre results.

The position of the Y.R.C. bathing tank prevents its use as a storage cistern. Also, it is below sea-level and there would arise the difficulty of finding means whereby its contents would be distributed without being fouled by the dipping of buckets and other receptacles. The Government have also rejected this proposition because the tank is too far removed from the Chinese quarter.

At yesterday's meeting of the Chinese Chamber of Commerce, it was revealed that the Chamber, during the last month had been receiving shoals of letters from every section of the Chinese community protesting that nothing was being done by the Government to help people who are affected by the present water restrictions.

The hardships of the poorer classes were stressed in almost every letter, and most of them demanded that the Government should take immediate steps to bring water to the Colony from neighbouring places. Others were only against the stringent restrictions imposed at present.

The Chairman announced that he had himself seen the Hon. Dr. R. H. Kotewall and the Hon. Dr. S. W. Tao on the position and he understood that the two Chinese representatives on the Council were discussing the matter with the Government.

Mr. Ho Yu in the course of discussion which followed suggested that the police should issue regulations in simple and plain language showing the public just exactly what types of buckets and receptacles were permitted at the fountains. It was maddening for those, who had waited a whole day in the queues only to find that they were not allowed to draw water because of objections to their receptacles. Mr. Ho also complained of the way in which constables did not hesitate to damage buckets which did not conform with their ideas of fair play. He thought policemen on duty at the street fountains should be instructed not to kick buckets about. The Chairman promised that the matter would receive the Chamber's attention.

It was announced that to date twelve wells had been re-opened and although some of these were on private property, any supply in Hong Kong was a help. The Government had permitted the re-opening of wells on condition that if the water in the wells was found to be unfit for consumption that it would be used for washing only.

CORRESPONDENCE.

THE "MUI TSAI" SYSTEM.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

Sir—I have not seen the article in the *Rock*, but judging by your quotation from it, Father Joy is an expert in the art of balancing on the top of the fence.

He admits the "mui tsai" system is indefensible on ethical grounds, and then goes on to say it is defensible on such grounds—but then, under the conditions he lays down, it is no longer the system which is being condemned.

As well condemn opium-smoking, but defend it so long as no opium is put in the pipe! Father Joy must know that the average parents and purchasers of these girls have no thought for their physical, mental, or moral welfare. It is a plain, cash transaction, by which the "goods" are handed over by seller to buyer. As such, it is a system which should not be tolerated in a British colony—but the clergy defended the slave traffic when the question came up in regard to the negroes—Yours, etc.,

LIBERTY.

Hong Kong, June 3.

HONG KONG WELL WATER.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

Sir,—If Mr. Tao Tsan Tai, whose letter is published in your paper of June 3, was to plate out half a cubic centimeter of a number of Hong Kong well waters in nutrient agar, it could be proved in 12 hours by sight and smell that his article was armchair speculation as regards its main contention.

The authorities would be very well advised not to listen to people who urge the opening of wells. Should we not have considered ourselves well off years ago if we had started the summer with six weeks supply of water left on the island? Have a look at your files of May, 1910.—Yours, etc.,

ANTI-PANIC.

Hong Kong, June 4.

GANG RAID ON KOWLOON FLAT.

AMAH AND HOUSE BOY WOUNDED.

A curious attack by a gang of three men on the third floor flat of 4, Granville Road, Kowloon, took place yesterday morning at 11 a.m. The flat is occupied by Mr. van Goessan, and his servants consist of a man and his wife and the man's brother.

The two latter were in the servants' quarters at about 11 a.m. when three men armed with knives quietly entered. Two of the gallant raiders attacked the amah, and wounded her slightly in the shoulder, and the other man tackled her brother-in-law and in the struggle the unarmed man received a nasty cut across three fingers.

Meanwhile the victims were not suffering in silence and, as one occupant of the building put it, "from the piercing shrieks I thought half China was being murdered."

The robbers bolted leaving behind a blood-stained knife, and made good their escape. Nothing was taken and the injured parties declare that they had never seen the intruders before. Other servants in the block, after the manner of those "below stairs" have, however, a romantic explanation of the affair.

PHILIPPINE TYPHOON HAVOC.

LUZON DEATH ROLL OF 70

Manila, May 28.—Upwards of 70 persons have been killed as a result of floods following a typhoon which swept the southern area of the province of Leyte.

The bodies of 10 dead already have been recovered.

Six villages were inundated during the storm and 15 houses washed away, according to official reports, which add that it is feared the death list will increase as additional reports come in.

Three hundred acres of rich alluvial land, owned by the Government, were washed away and the crops ruined over a considerable area.

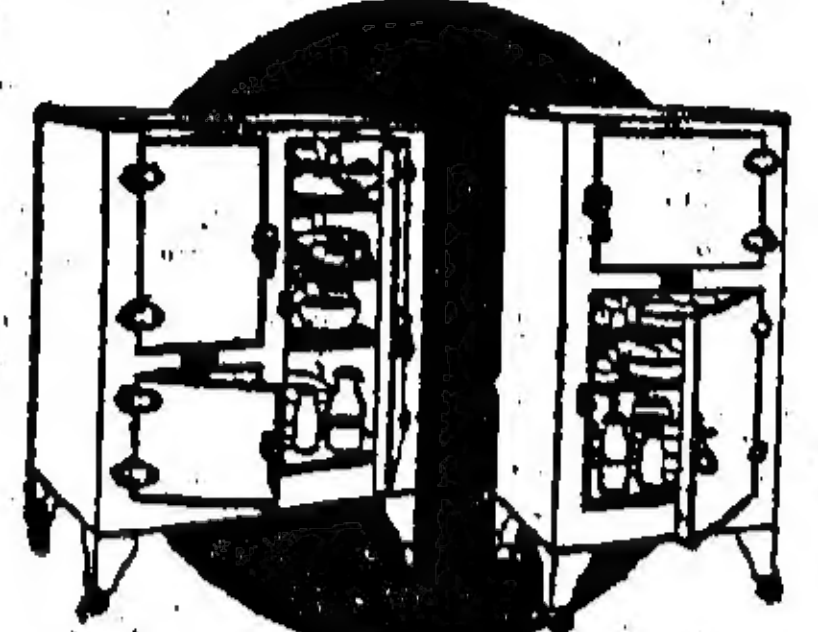
News of the disaster came in an official report from the Provisional Governor of Leyte to the Executive Bureau. The Governor said the typhoon tore through the town of Sogod, Leyte, and adjacent villages May 24, and swept out to sea and was followed by floods and a near tidal wave.

"It is feared the storm has damaged other areas but no further reports are available at this time," the Governor said. Relief parties have been despatched into the stricken district.

SAVES IT'S PRICE . BY SAVING ICE .

Crystal

PURE CORK INSULATED REFRIGERATOR

SANITARY
SNOW
WHITE
FINISHMETAL
DOORS
THAT DO
NOT WARP

CRYSTAL PURE CORK WALLS WILL SAVE YOU HUNDREDS OF POUNDS OF ICE

Crystal has MORE CORK than any refrigerator in its class. It is PURE GENUINE cork and is PACKED VERY TIGHTLY into the walls (not loosely poured in).

Before YOU buy a refrigerator find out HOW MUCH CORK is in the walls. WHAT KIND OF CORK and HOW PACKED. This is vitally important!

Call or phone for illustrated catalogue.

LANE, CRAWFORD, LTD.

HARDWARE DEPT.

PHONE C 4567.

Columbia
New Process RECORDSA New Standard
of Realism

A RECORD OF A SPEECH

BY HIS MAJESTY
KING GEORGERECORDED AT THE OPENING OF THE
NEW TYNE BRIDGE OCT., 1928.

RECORD No. 9414.

The ANDERSON MUSIC Co., Ltd.

DIRECTORY

OF

THE FAR EAST

1929

Classified List of Manufacturers
and Merchants in Japan,
China, Straits, Etc.

Hong Kong Daily Press Office.

MR. MACDONALD TO FORM CABINET.

SUMMONED TO KING'S PRESENCE.

MR. BALDWIN AT WINDSOR.

LIBERAL PARTY'S INFLUENCE.

[THROUGH REUTER'S AGENCY.]

LONDON, June 4. Mr. Baldwin has tendered his resignation to the King at Windsor.

Mr. Ramsay MacDonald has been summoned and proceeds to Windsor to-morrow.

Premier and Princess.

The first person to meet Mr. Baldwin upon his arrival at Windsor Castle was Princess Elizabeth, who in a pale green dress, white socks, and straw hat, had just "taken the salute" from the King's Guard in accordance with her usual habit when the band plays during the change of guards.

Guardsmen in bearskins and red coats stood to attention with fixed bayonets as Mr. Baldwin was awaited by one of the King's Secretaries at the main entrance to the castle. After a short conversation the two re-encountered the little Princess with her nurse. Mr. Baldwin gravely took off his hat and bowed to the Princess, who smilingly responded.

The Premier then entered the castle where he was received by Lord Stamfordham, and conducted to the King's bedroom where he briefly and formally tendered his resignation.

A Cabinet Forecast.

A forecast of Mr. MacDonald's new Government, from usually well-informed quarters, indicates that Mr. J. H. Thomas will be Foreign Secretary.

Mr. Philip Snowden Chancellor of the Exchequer.

Lord Justice Sankey Lord Chancellor.

Lord Oliver Secretary for India.

Major Atlee Secretary for War.

Mr. Lees Smith at the Admiralty.

Lord Thomson Air Minister.

Mr. Arthur Henderson or Mr. Hugh Dalton Home Secretary.

Mr. Arthur Greenwood Minister of Health.

Miss Susan Lawrence as Parliamentary Secretary.

Mr. J. R. Clynes as Lord Privy Seal.

Earlier News.

LONDON, June 3. The Government has decided to resign.

The decision followed a meeting of Ministers in Downing Street.

Mr. Baldwin will place the resignation of the Government in the hands of His Majesty the King at Windsor Castle to-morrow.

It is learned that in consequence of the Government's resignation Sir Austen Chamberlain will not go to Madrid for the meeting of the Council of the League of Nations on June 10. It is reported that the British Minister at Madrid will represent Great Britain at the Council meeting.

Reasons for Leaving.

A British Wireless message states that Mr. Baldwin, Prime Minister, who returned to Downing Street from The Chequer, his official country residence, called a meeting of the Cabinet.

Political correspondents state that at this meeting it was expected that Ministers, in view of the result of the General Election, would place their resignations at the disposal of the Prime Minister and that a discussion would take place on the procedure which Mr. Baldwin will adopt, namely, whether he shall place his resignation in the hands of His Majesty the King immediately or whether he shall meet Parliament.

AFGHANISTAN.

HABIBULLAH IN KANDAHAR.

[THROUGH REUTER'S AGENCY.]

SIMLA, June 4. News from Afghanistan is that Habibullah's forces have occupied Kandahar, Amanullah's late headquarters without opposition or bloodshed.

FORD CARS IN RUSSIA.

A \$30,000,000 CONTRACT.

[REUTER'S AMERICAN SERVICE.]

New York, June 3. The Soviet has signed a nine years' contract with the Ford Motor Company, providing for the purchase of \$30,000,000 worth of Ford cars and parts during the next four years and the construction of a Ford car factory in Russia.

PAYMENTS FROM GERMANY.

FRESH PROPOSALS.

BELGIAN MARKS QUESTION.

[THROUGH REUTER'S AGENCY.]

PARIS, June 3. It is understood that Dr. Schacht has addressed a letter to Mr. Owen D. Young, the American chairman of the Reparations Conference, stating that the German Government is ready forthwith to commence negotiations with the Belgian Government on the marks question.

The German delegate makes it clear that the German Government is ready to agree that the negotiations with Belgium should be concluded before the new reparations plan is put into force.

This is noteworthy as the Belgians have hitherto demanded a settlement of the marks question (which involved German indemnity for the marks left in Belgium after the war) before they sign the Report drawn up by the Committee of Experts, whereas the Germans now suggest a settlement after the signature but before the new plan comes into operation.

If the Belgians agree to this new suggestion the Conference can come to a speedy and unanimous conclusion in a few days.

FIGHTING IN MEXICO.

"CHRISTEROS" LEADER KILLED.

[REUTER'S AMERICAN SERVICE.]

MEXICO CITY, June 4. Reports from Chetumel state that General Enrique Gorostieta, chief of the Christeros, whose battle-cry was "long live Christ, the King," was killed in a fight with Federal troops.

Seventy of his followers died with him. Gorostieta's army has long caused trouble in the Jalisco district.

WHEAT MARKET IN U.S.

OUTBURST OF FURIOUS BUYING.

[REUTER'S AMERICAN SERVICE.]

CHICAGO, June 3. Reports state that the Government is coming to the aid of farmers with a hundred million dollar fund to assist in the marketing of the wheat surplus has caused the wildest opening of the Wheat Market for years.

There was an outburst of furious buying, the lifting price being nearly 9 cents per bushel. Conditions, however, steadied later and the market closed with an advance of from 5 3/8 to 5 1/8 cents per bushel above Saturday's quotation.

ARCTIC PIKES.

TRAWLER'S CREW IMPRISONED.

GERMANY INVESTIGATES REPORT.

HAMBURG. — A sensation was created here by the report that the crew of the German trawler Scharnhorst has been set upon, captured and imprisoned by a Russian pirate tribe plying its trade in the Arctic. The Scharnhorst has been overdue for nearly a year and her crew was given up as lost until the parents of the officer recently received, by a roundabout route, a letter from their son saying that he and the rest of the crew were being held prisoners in Solovetch, near Cape Kanite, to the north of Finland.

Whether the letter is genuine or a hoax has not yet been definitely established but the German authorities have taken the matter so seriously as to institute investigations inasmuch as quite a number of trawlers have mysteriously disappeared.

HIS MAJESTY'S HEALTH.

NO CAUSE FOR UNDUE ANXIETY.

TEDIOUS ILLNESS.

[THROUGH REUTER'S AGENCY.]

LONDON, June 3. It is officially stated at Windsor Castle that His Majesty the King had a good night and a comfortable day, with considerable periods of restful sleep.

A later message states:— Lord Dawson of Penn, Sir Stanley Hewett, and Dr. Martyn saw His Majesty the King this evening.

It is understood on good authority that the King is strong enough to receive Mr. Stanley Baldwin, but it is emphasised that the progress in the King's condition must be slow and any changes must be very small. The absence is still being drained, and the process is bound to be tedious, but His Majesty's condition is not serious and does not cause undue anxiety.

His Majesty's Message.

[BRITISH WIRELESS SERVICE.]

ROSEY, June 3. His Majesty the King whose condition to-day is reported quite satisfactory, has sent the following telegram to the Lord Mayor of London in response to birthday greetings which Sir Klynaston Studd on behalf of the citizens of London, addressed to him:—

"Gratefully remembering as I do the affectionate sympathy evidenced by the citizens of London during my long illness, their greetings, which I have received through you, my Lord Mayor, are more than ever welcome on the anniversary of my birthday. Please express to them my grateful appreciation of their renewed assurances of loyalty and devotion to me and my family."

H.R.H. the Prince of Wales and H.R.H. Princess Mary visited the King in his sick room during the day.

Birthday Salutes.

Reuter adds that flags were flying on Government offices and hundreds of other buildings to-day in honour of the King's 64th birthday.

A Royal salute of 21 guns was fired in the long walk at Windsor, not more than 200 yards from the King's room, by the King's bombardier who has performed the duty for 28 years.

The King spent a quiet day with his family.

Hundred of telegrams of greetings were received at the Castle all day long.

H.R.H. the Duke of Connaught, the Prince of Wales, the Duke of York, and Viscount Lascelles were present at the trooping of the colour at the Horse Guards parade at Whitehall in the morning.

GOVERNMENT HOUSE FUNCTION.

H.E. ENTERTAINS CONSULAR BODY.

A dinner in honour of the King's birthday was given at Government House on Monday night, by H.E. the Governor to Consular representatives of various nationalities. Among those present, in addition to His Excellency, were Captain Sillitoe, R.M. (A.D.C.), Captain Whyte, R.E. (Private Secretary), Captain Perfect, and Mr. Scott. The guests were as follows:—

Consul-General, M. Cerveira de Albuquerque (Portugal), wife and daughter; Mr. Murakami (Japan); Mr. Tredwell (United States); and wife; Mr. Vallarino (Panama) and wife; Captain Beistoechi (Italy) and wife.

Consuls.—Mr. M. y Romero (Cuba) and wife; Mr. Castillo (Mexico) and wife; Mr. Gallardo (Chile) and wife; Mr. Gipperich (Germany) and wife; Mr. Jose Ledesma (Spain); Mr. Duval (France) and wife; Mr. Mognaschi (Peru) and wife.

Hon. Consuls.—Mr. Alves (Brazil) and daughter; Mr. Sverre Berg (Norway); Mr. Bolsius (Belgium) and wife; Mr. Botelho (Nicaragua); Mr. C. Blaker (Sweden); Mr. J. Seth (Siam) and wife.

GREETINGS FROM MACAO.

The following messages were exchanged between the Governor of Hong Kong and Macao on the occasion of the King's birthday:— From the acting Governor of Macao to the Governor of Hong Kong:—

"I greet your Excellency in my name and this Colony's on the occasion of your King's birthday expressing best wishes for His Majesty's health and that of the Royal Family, as well as for the prosperity of the British nation (Signed) Governor of Macao."

(Continued on next column.)

TRAIN EXPLOSION SEQUEL.

CONSPIRATORS HEAVILY SENTENCED.

TRIAL IN INDIA.

[THROUGH REUTER'S AGENCY.]

BOMBAY, June 4. Bhatta Charji was sentenced at Nasik Sessions to seven years' rigorous imprisonment on a charge of conspiracy, and two further years for contravention of the Explosives Act.

One year was added for contravention of the Railway Act. All sentences to be concurrent.

His accomplice, named Gupta, was similarly sentenced for abetting.

The trial was a sequel to a bomb explosion on a train from Allahabad to Bombay on October 7 last year.

[Bhatta Charji, who was injured, afterwards confessed he and others were taking bombs from Benares to Bombay in contemplation of an outrage during the Simon Commission's visit.]

CHANG KAI SHEK TAKES ACTION.

(Wah Ts Yat Pao.)

SHANGHAI, June 4. As Feng Yu Hsiang does not really mean to retire, Chiang Kai Shek has taken strong action against the "Christian General."

He has instructed the troops under Liu Chih to advance from the south section of the Peking-Hankow Railway, those under Tang Seng Chi to advance westward along the Lunghai Railway, those under Liu Chen Hua to march southward from the north section of the Peking-Hankow Railway and those under Tang Seng Chi to advance toward western Honan from Yenchowfu in western Shantung. The Military Headquarters will be removed to Hanchow and Chiang himself will personally proceed to the front on the 6th to direct the campaign.

THE "TRIPS ABROAD."

(Wah Ts Yat Pao.)

SHANGHAI, June 4. According to rumours in Peking, the Central Government will allow Feng to go abroad, if he so desires, but does not wish Yen to retire, and will ask him to remain.

FAMINE RELIEF IN CHINA.

FUNDS FROM AMERICA.

(Wah Ts Yat Pao.)

SHANGHAI, June 4. The Ministry for Foreign Affairs has received a telegram from Dr. C. C. Wu at Washington, the Chinese Minister to the United States, saying that an American charity association has raised \$250,000 for the purpose of relieving the famine stricken people in northern China.

FISHING FLEET PIRATED.

WOOSUNG GANG STEAL \$50,000 HAUL.

One hundred thousand pieces of fish, estimated to be worth \$50,000, were lost last week near Woosung when a band of about 500 pirates looted nine fishing boats of their complete catch.

The boats were returning to Woosung after taking a heavy haul of fish, when a fleet of about 30 pirate ships surrounded and boarded them.

The brigands looted the boats of their cargo and took the certificates and all passbooks of the crews. They set a parting volley and sailed away.

The certificates and passbooks were taken because fish agents will not buy the cargo unless it is accompanied by those documents. The pirates probably will attempt to sell their booty at points along the coast.

For stealing electric wires, the property of the World Theatre, a Chinese was sentenced at the Central Magistracy to three weeks' imprisonment. The accused was arrested in the early hours of yesterday morning. The wires were found in a sack.

FIGHTING DEEMED CERTAIN.

THE FORCES AGAINST FENG.

A COMBINED DRIVE.

[THROUGH REUTER'S AGENCY.]

PEKING, June 4. Fang Chen Wu to-day wired his office here completely denying that his forces have even come into contact with Sun Liang Cheng at Tangshan.

He states that his only troops that are in the area are still at Hsuehchowfu, and have not proceeded to Tangshan, which is borne out by reports from Tsinan.

Yen Hsi Shan has returned to Taiyuanfu from Yuncheng, having failed to lure Feng Yu Hsiang from Honan. The local military authorities state that fighting cannot longer be delayed.

Ma Ting Hsiang, the Moham-medan leader from Ninghsia, has arrived here, and is shortly proceeding to Taiyuanfu to see Yen Hsi Shan, with whom it is expected he will co-operate against Feng.

Yunonfu reports that the Yunnan authorities claim their troops have captured Kweiyang.

CHONG KONG TECHNICAL INSTITUTE.

SHORTHAND EXAMINATION RESULTS.

At an examination held in March last for the shorthand certificates of the Pitman Institute, successes as below were obtained, only two candidates failing to obtain a certificate. The classes were taught by Miss Rascombe, B.A.

SPEED CERTIFICATES.—Charles Pau (120); Charles Pau (100); Tulle Barretto, Carolina Mahng, Charles Pau, Irene Spradbury, Phyllis Woolley (80); Irene Spradbury (70); Carmen Xavier (60).

THEORY CERTIFICATES.—Tulle Barretto, Anthony M. Braga, Aldo Britto, Joseph Chao, Carolina Maher, Leonel D. da Silva, S. Y. Sung, Carmen Xavier, Tansk Ali, Luis Castro, Chow Hung Pak, Emily Fox, Butt E. Siu, and Ho Lai Yin.

COURT REBUKES A SMILING GIRL.

SERIOUS CHARGE AGAINST A DOCTOR.

Dr. Bertie Edward Asland, of Leonard-road, Hanley, was committed for trial by the Hanley magistrates on a charge of performing an illegal operation in Miss Elsie Hulme, aged nineteen, a shorthand typist, of Unwin-street, Brades, Stoke-on-Trent.

Norman Birkin, whose address was given as Bernard-mansions, Bernard-street, Russell-square, London, a member of the firm of Messrs. Birkin and Sons, Ltd., brassfounders, of Hanley, was also committed for trial on a charge of aiding and abetting and both men were committed for trial on a charge of conspiracy.

Mr. B. G. Saywell, prosecuting, said that the case for the prosecution was that the girl had been out on a number of occasions with Birkin in his motor-car. It was alleged that Birkin arranged for an illegal operation to be performed by Dr. Asland at his surgery. Birkin also arranged for her to stay after the alleged operation at a house where she became ill, and was attended daily for more than a week by Dr. Asland.

Girl's Statement.

Miss Elsie Hulme, in her evidence, stated that certain operations were performed by Dr. Asland both at his surgery and afterwards.

She was rebuked by the chairman of the Bench for her demeanour in the witness box. She was asked by Mr. Saywell what she had to drink at a certain hotel with Birkin, and she replied, "Water."

The chairman: You had better be careful what you are saying. The chairman said later that Miss Hulme seemed to be exchanging glances with the two men, and by the direction of the Bench the men were placed in seats away from the witness box.

Miss Hulme, in the course of her evidence, was rebuked both by the magistrates' clerk and by Mr. Saywell for smiling repeatedly.

Mr. J. Wylie, for Dr. Asland, submitted that it would be unsafe for the Bench to convict on the uncorroborated evidence of the girl, who was really an accomplice. The defence was reserved. Bail was allowed.

For stealing electric wires, the property of the World Theatre, a Chinese was sentenced at the Central Magistracy to three weeks' imprisonment. The accused was arrested in the early hours of yesterday morning. The wires were found in a sack.

Telegram in Brief.

Paris.—Press reports state that in order to improve relations with the Vatican, especially in view of the recently improved relations between the Holy See and Italy, the French Government is considering a proposal to present to the Pope the famous old Papal palace at Avignon, on the river Rhone, the Papal residence during the larger part of the 14th century.

The Chilean-Peruvian Treaty, whereby Chile receives Arica and Peru gets Tacna and \$1,300,000 has been signed.

The Southern Railway Company announce that all vaccination restrictions for British visitors to France will be removed very shortly.

It is announced that President Hoover does not contemplate any modification in the American cruiser building programme, at least until agreement has been reached by the principal Powers for actual seapower reduction.

HONG KONG TECHNICAL INSTITUTE.

SHORTHAND EXAMINATION RESULTS.

At an examination held in March last for the shorthand certificates of the Pitman Institute, successes as below were obtained, only two candidates failing to obtain a certificate. The classes were taught by Miss Rascombe, B.A.

SPEED CERTIFICATES.—Charles Pau (120); Charles Pau (100); Tulle Barretto, Carolina Mahng, Charles Pau, Irene Spradbury, Phyllis Woolley (80); Irene Spradbury (70); Carmen Xavier (60).

THEORY CERTIFICATES.—Tulle Barretto, Anthony M. Braga, Aldo Britto, Joseph Chao, Carolina Maher, Leonel D. da Silva, S. Y. Sung, Carmen Xavier, Tansk Ali, Luis Castro, Chow Hung Pak, Emily Fox, Butt E. Siu, and Ho Lai Yin.

COURT REBUKES A SMILING GIRL.

SERIOUS CHARGE AGAINST A DOCTOR.

Dr. Bertie Edward Asland, of Leonard-road, Hanley, was committed for trial by the Hanley magistrates on a charge of performing an illegal operation in Miss Elsie Hulme, aged nineteen, a shorthand typist, of Unwin-street, Brades, Stoke-on-Trent.

Norman Birkin, whose address was given as Bernard-mansions, Bernard-street, Russell-square, London, a member of the firm of Messrs. Birkin and Sons, Ltd., brassfounders, of Hanley, was also committed for trial on a charge of aiding and abetting and both men were committed for trial on a charge of conspiracy.

Mr. B. G. Saywell, prosecuting, said that the case for the prosecution was that the girl had been out on a number of occasions with Birkin in his motor-car. It was alleged that Birkin arranged for an illegal operation to be performed by Dr. Asland at his surgery. Birkin also arranged for her to stay after the alleged operation at a house where she became ill, and was attended daily for more than a week by Dr. Asland.

Girl's Statement.

Miss Elsie Hulme, in her evidence, stated that certain operations were performed by Dr. Asland both at his surgery and afterwards.

She was rebuked by the chairman of the Bench for her demeanour in the witness box. She was asked by Mr. Saywell what she had to drink at a certain hotel with Birkin, and she replied, "Water."

The chairman: You had better be careful what you are saying. The chairman said later that Miss Hulme seemed to be exchanging glances with the two men, and by the direction of the Bench the men were placed in seats away from the witness box.

Miss Hulme, in the course of her evidence, was rebuked both by the magistrates' clerk and by Mr. Saywell for smiling repeatedly.

Mr. J. Wylie, for Dr. Asland, submitted that it would be unsafe for the Bench to convict on the uncorroborated evidence of the girl, who was really an accomplice. The defence was reserved. Bail was allowed.

For stealing electric wires, the property of the World Theatre, a Chinese was sentenced at the Central Magistracy to three weeks' imprisonment. The accused was arrested in the early hours of yesterday morning. The wires were found in a sack.

GOLF.

ROYAL HONG KONG GOLF CLUB.

CAPTAIN'S CUP.

The following are the scores of the play at Fanling on June 1 and 2:—

G. R. Horridge: 81-8=73, qualified.

Other scores:—

D. J. Gilmore..... 86-11=73
T. L. Christie..... 87-11=78
A. D. Humphreys..... 87-11=78
A. E. Lissaman..... 82-5=77
J. Smith..... 87-10=77

There were 25 entries.
The Optional Pool (8 entries) was won by Captain the Hon. W. S. Leysen Gower, D.S.O., with a score of 93-10=92.

CORRESPONDENCE.

PLEA FOR A PUBLIC GOLF COURSE.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

Sir,—May I put forward a suggestion on behalf of a considerable number of members of the public who are desirous of having a round of golf, that the use of the course at Happy Valley be thrown open to the public.

The facilities provided, which I understand are being further extended, by the Government for tennis, bowls, cricket, football, etc., are too well known to need recapitulation, but no facility exists at all for the growing number of people who have taken up golf and who may desire a round any afternoon, specially during the summer months, at a convenient and easily accessible course.

It is not suggested that the members of the Royal Hong Kong Golf Club should be deprived altogether of the exclusive privilege which they have hitherto enjoyed of playing at the Happy Valley. Time was when this was the only available course in the Colony, and something might be said for this restriction, but with other courses available to them at present the reason for the restriction cannot be so cogent. Furthermore the Happy Valley being a public recreation ground, maintained by public money, no special privilege should be enjoyed by any one section of the public. It is suggested, however, with the consideration due to the Club, as the pioneer of golf in the Colony, that the course should only be thrown open to the public on say three days a week, a green fee of 50 cents for 18 holes to be charged.

So far as can be seen this would not inflict a great hardship on the members of the Royal Hong Kong Golf Club in the summer months, as the bulk of the members I believe patronise the Deep Water Bay Course.

If it is feared that too great a number would avail themselves of the privilege, resulting in congestion of the course, the experiment might be tried of raising the green fee to say 75 cents for 18 holes or 40 cents for 9 holes, but this increased fee should not be levied except as a last recourse.

The provision of public golf courses in England and in other parts of the world is rapidly increasing owing to the great popularity of the game. At Shanghai the links on Hongkew Park and the race-course are open to the public without charge. At Singapore the less favoured members of the community can indulge in their favourite pastime on the race-course.

The projected Hebe Bay public course is a great idea and a step in the right direction towards making the Colony as attractive as possible, but owing to its distance from town and the consequent expense of transit involved, the course would only be suitable for week-ends.

The foregoing suggestion should not be taken amiss by the Royal Hong Kong Golf Club. The Royal and Ancient Game is growing tremendously in popularity, and as pioneers and followers of the game in which the spirit of fair play predominates first and last, I trust the Club will help to increase the popularity of the game, and by a little sacrifice on its part enable those who are not so well situated as its members to share in the pleasures and thrills of the great game.

In conclusion, may I suggest that the Happy Valley Golf Championship which was not played last year—if I am not mistaken, due, possibly, to the construction work on the aullah having affected the lay out of the course—should be an open event as in the case of the Tennis and Bowls Championships. This would evoke a great deal of interest. I feel sure, and give a further fillip to the game. The Hongkew Park Golf Championship at Shanghai is a regular annual event and attracts a numerous entry.—Yours, etc.,

GOLFITE.

Hong Kong, June 4.

LAWN TENNIS.

THE MIXED DOUBLES LEAGUE.

STARTING TO-DAY.

Matches in the newly-formed Mixed Doubles League start to-day and it will be interesting to see how the various Clubs will fare in the struggle for the trophy presented by Messrs. Dunlop Rubber Co.

Six Clubs are entered, viz:—Craigengower, Chinese Recreation Club, University, Club de Recreio, Ladies' Recreation Club and Kowloon Cricket Club.

No one knows at all how the Clubs are likely to shape, which makes the competition all the more interesting.

Today's fixtures are as follow:—Craigengower v. Chinese R.C. University v. Recreio.

Ladies' R.C. v. Kowloon C.C. Craigengower have quite a useful team composed of Mr. and Mrs. Bradbury, Mrs. Gull and H. D. Rumbach, and Mrs. Pankhurst and S. A. Rumbach. Their opponents, the Chinese, also have a strong team including Miss E. Lo and M. W. Lo, champions of the Colony, Mrs. Tsui (nee Miss To) and Mrs. Kew. This will probably be the best match to-day.

The Ladies' Recreation Club are expected to hold their own against any Club this season. They will, however, be without the services of their champion, Mrs. Tottenham, who is representing the University, Recreation Club, at the University tennis players can be, and they should give a good account of themselves.

HONG KONG F.A.

REVISION OF RULES.

PRESENTATION TO CAPT. AUSTIN.

The monthly Council Meeting of the Hong Kong Football Association took place at their new offices in the French Bank Building yesterday, those present being Messrs. R. Hall (Chairman), W. E. Hollands, Captain A. W. Austin, M.C., M.M., R.A., Messrs. A. T. Hamilton, F. Smith, F. W. Black, G. T. May, J. Ormiston, and H. K. Lee.

The meeting was entirely devoted to a discussion on the revised rules to be placed before the Annual General Meeting.

At the conclusion of the meeting, Captain A. W. Austin was presented with a silver cigar box and Mrs. Austin with a silver flower stand.

Following his accident at Kai Tak Aerodrome last March, Capt. Austin has been granted six months' sick leave; and will leave to-day by the Empress of France for home. It is not known if Capt. Austin will return to Hong Kong.

In making the presentation, Mr. Hall said that the Association were very grateful to Capt. Austin for his services and he hoped that the presents would serve as mementoes of Hong Kong and the Association.

Expressing his thanks for the gifts, Capt. Austin mentioned that there had been much improvement in local football since his arrival. He hoped that football in the Colony would continue to flourish, and wished the Association every success in the future.

THE UNIVERSITY OF HONG KONG.

ITS GROWING INFLUENCE.

INADEQUATE FINANCIAL RESOURCES.

A staff seriously underpaid, inadequate accommodation, indifferent equipment, inadequate financial resources—these are some of the difficulties dealt with by the Vice-Chancellor in his report on the activities of the Hong Kong University during 1928. But its influence and popularity are growing, and its high standards of study and discipline are maintained—and in some respects enhanced—in spite of the drawbacks mentioned. We quote from the report as follows:—

The total income of the University for the year amounted to \$234,746. This sum was made up as follows:—

Endowments	\$243,304.80
Fees	128,303.35
Government Grant	50,000.00
Donations	25,001.40
Other sources	79,137.12
Total	\$324,746.62

Less than one-tenth of the cost of maintaining the University fell on the public revenues of the Colony.

The expenditure of the University during 1928 amounted to \$304,503.82. The income and expenditure account for the year thus shows an excess of income over expenditure of \$19,242.80. The income and expenditure account for 1927 showed a deficit of \$3,318.61. During 1928 full and complete provision was for bad debts.

The excess of income over expenditure on the year's working is to be accounted for partly by the fact that the receipts of fees for the Matriculation and Senior and Junior local examinations showed a remarkable increase.

Special Grants.

The University was fortunate in continuing to receive special grants—\$12,000 from the Hong Kong General Chamber of Commerce, and \$1,000 from the Chinese Chamber of Commerce. The University is grateful for these contributions.

The Asiatic Petroleum Co. (South China), Ltd., continues to earn the thanks of the University by its contribution of free oil for the University workshop and power station. Mr. Mr. Kwok Siu Lau made a donation of \$50,000 through the University, and it was decided that this money should be devoted to the development of biology.

During the year under review, Dr. C. A. C. Herklotz was appointed Reader in Biology and steps are now being taken to convert a building at the western entrance to the University into a biological laboratory. A sum of \$170,000 was collected in 1928 for a Chinese School, mainly through the efforts of the Hon. Sir Shousen Chow and the Hon. Mr. R. H. Kowall. This sum has already been paid into the University, and a further contribution of \$30,000 has been guaranteed. Mr. Tang Chi Ngong also contributed a capital grant of \$50,000 towards building for the Chinese School.

During the year under review, Government sanctioned for the year 1929 a special and supplementary grant of \$25,000 in support of the Chinese School.

Financial Difficulties.

Great difficulty was experienced during 1928, and is still being experienced, in reinvesting mortgage loans which have been repaid. It will be noticed that a sum of \$186,753.20 is shown as cash in hand and with bankers on current and deposit accounts. This is a very serious problem. It means that for a part of the year the University was only getting 2 per cent. instead

of at least 7 per cent. on its money. It appears, however, to be almost impossible to secure investments which will give the University safe and adequately remunerative returns. Mortgage investments are not on the whole very satisfactory, but the University is precluded from investing its endowment funds in shares in joint stock and liability companies.

So long as the University endowment funds continue to be invested in mortgage securities at variable rates of interest, it will never be possible to estimate accurately what the income of the institution will be from year to year. Ten years ago the funds of the University were practically the same as they are now. They were then invested in land and building mortgages bringing in interest at 8 per cent. and 9 per cent. Now the highest rate of interest which the University can get is 7 per cent. and at times it is not possible to find sound investments even at this rate. The position will never be really satisfactory until all the funds of the University are invested in gilt edged securities such as 5 per cent. War Bonds free of income tax, but in this case the endowment fund will have to be considerably increased.

Increased Prestige.

The University goes on. Its popularity and influence are growing, especially in the Colony of Hong Kong, and its general high standard of study and discipline is being steadily maintained and in some respects enhanced. Moreover the leading commercial houses of Hong Kong are now anxious to secure University graduates and to give them responsible work and good openings. At the moment this demand exceeds the supply. Through all the recent years of financial stress the University has done more than pay its way, for in addition to meeting all its current expenses it has had to set aside every year considerable sums against bad investment debts, to say nothing of the payments due to the University from Chinese Government houses, students of the University taught, housed, fed and in some cases clothed but on whose accounts an amount of well over a lakh of dollars is still outstanding. The charge of financial mismanagement which was once brought against the University can no longer be maintained. At the moment the University can point to its latest income and expenditure account as showing a reasonable balance on the right side and, though the authorities had last year to increase the teaching staff, the Institution can claim that it is paying its way and that it owes not a cent to anyone.

The Anxious Strain of Poverty.

But the University started its life on a financial basis which was impossible to maintain, and it is now trying to carry on the work which the Hong Kong Legislature set it to do on the strength of funds which are wholly insufficient. Its staff is seriously underpaid; its accommodation is inadequate, its library poor and its equipment, especially in the Faculty of Arts, indifferent. Meanwhile the strain of poverty and anxiety is sapping the morale of those who are responsible for the University's working. For years the University has been looking for relief to the Boxer Indemnity. His Excellency the Governor, the University's ex-officio Chancellor, has been incessantly pressing the University's claims on His Majesty's Government. But the years pass. Conferences are held, an Act is passed, a statutory committee is appointed, a delegation comes to China, perambulates, reports and disappears.

Wake Up, England!

"The Americans spend their indemnity money on educating and training Chinese youths; the French start an Eastern language school in Paris which turns out first class sinologists and decides to spend the balance of the indemnity on adding a Chinese Faculty to the Sorbonne. But the balances of the British share of the indemnity pile up at the Bank and no one, except perhaps the Bank, is benefited. A decision in London is still awaited and there is still apparently another Act of Parliament, to be passed by a Government which has yet to be elected. Admittedly there are claims other than those of the Hong Kong University; political considerations perhaps of which the University knows nothing.

"The question whether the only British University in the Far East—a University established by Government of a British Colony with the approval and encouragement of His Majesty's Government on endowments which the Government of Hong Kong asked the public of Hong Kong and elsewhere to subscribe—should continue to function or not may perhaps be regarded as not being without some real importance to British prestige generally. At any rate the interminable delays which seem always to be deferring the final decision as to what is to be done with the indemnity is affecting the University most adversely, for it is postponing the tackling of the inevitable problem of the University's continuance as an institution which, in the terms of the Hong Kong Ordinance which created it, is to exist 'for the promotion of arts, science and learning, the provision of higher education, the formation of the character of all races, nationalities and creeds, and the maintenance of good understanding with the neighbouring country of China.'

"The question whether the only British University in the Far East—a University established by Government of a British Colony with the approval and encouragement of His Majesty's Government on endowments which the Government of Hong Kong asked the public of Hong Kong and elsewhere to subscribe—should continue to function or not may perhaps be regarded as not being without some real importance to British prestige generally. At any rate the interminable delays which seem always to be deferring the final decision as to what is to be done with the indemnity is affecting the University most adversely, for it is postponing the tackling of the inevitable problem of the University's continuance as an institution which, in the terms of the Hong Kong Ordinance which created it, is to exist 'for the promotion of arts, science and learning, the provision of higher education, the formation of the character of all races, nationalities and creeds, and the maintenance of good understanding with the neighbouring country of China.'

"The question whether the only British University in the Far East—a University established by Government of a British Colony with the approval and encouragement of His Majesty's Government on endowments which the Government of Hong Kong asked the public of Hong Kong and elsewhere to subscribe—should continue to function or not may perhaps be regarded as not being without some real importance to British prestige generally. At any rate the interminable delays which seem always to be deferring the final decision as to what is to be done with the indemnity is affecting the University most adversely, for it is postponing the tackling of the inevitable problem of the University's continuance as an institution which, in the terms of the Hong Kong Ordinance which created it, is to exist 'for the promotion of arts, science and learning, the provision of higher education, the formation of the character of all races, nationalities and creeds, and the maintenance of good understanding with the neighbouring country of China.'

"The question whether the only British University in the Far East—a University established by Government of a British Colony with the approval and encouragement of His Majesty's Government on endowments which the Government of Hong Kong asked the public of Hong Kong and elsewhere to subscribe—should continue to function or not may perhaps be regarded as not being without some real importance to British prestige generally. At any rate the interminable delays which seem always to be deferring the final decision as to what is to be done with the indemnity is affecting the University most adversely, for it is postponing the tackling of the inevitable problem of the University's continuance as an institution which, in the terms of the Hong Kong Ordinance which created it, is to exist 'for the promotion of arts, science and learning, the provision of higher education, the formation of the character of all races, nationalities and creeds, and the maintenance of good understanding with the neighbouring country of China.'

"The question whether the only British University in the Far East—a University established by Government of a British Colony with the approval and encouragement of His Majesty's Government on endowments which the Government of Hong Kong asked the public of Hong Kong and elsewhere to subscribe—should continue to function or not may perhaps be regarded as not being without some real importance to British prestige generally. At any rate the interminable delays which seem always to be deferring the final decision as to what is to be done with the indemnity is affecting the University most adversely, for it is postponing the tackling of the inevitable problem of the University's continuance as an institution which, in the terms of the Hong Kong Ordinance which created it, is to exist 'for the promotion of arts, science and learning, the provision of higher education, the formation of the character of all races, nationalities and creeds, and the maintenance of good understanding with the neighbouring country of China.'

"The question whether the only British University in the Far East—a University established by Government of a British Colony with the approval and encouragement of His Majesty's Government on endowments which the Government of Hong Kong asked the public of Hong Kong and elsewhere to subscribe—should continue to function or not may perhaps be regarded as not being without some real importance to British prestige generally. At any rate the interminable delays which seem always to be deferring the final decision as to what is to be done with the indemnity is affecting the University most adversely, for it is postponing the tackling of the inevitable problem of the University's continuance as an institution which, in the terms of the Hong Kong Ordinance which created it, is to exist 'for the promotion of arts, science and learning, the provision of higher education, the formation of the character of all races, nationalities and creeds, and the maintenance of good understanding with the neighbouring country of China.'

"The question whether the only British University in the Far East—a University established by Government of a British Colony with the approval and encouragement of His Majesty's Government on endowments which the Government of Hong Kong asked the public of Hong Kong and elsewhere to subscribe—should continue to function or not may perhaps be regarded as not being without some real importance to British prestige generally. At any rate the interminable delays which seem always to be deferring the final decision as to what is to be done with the indemnity is affecting the University most adversely, for it is postponing the tackling of the inevitable problem of the University's continuance as an institution which, in the terms of the Hong Kong Ordinance which created it, is to exist 'for the promotion of arts, science and learning, the provision of higher education, the formation of the character of all races, nationalities and creeds, and the maintenance of good understanding with the neighbouring country of China.'

"The question whether the only British University in the Far East—a University established by Government of a British Colony with the approval and encouragement of His Majesty's Government on endowments which the Government of Hong Kong asked the public of Hong Kong and elsewhere to subscribe—should continue to function or not may perhaps be regarded as not being without some real importance to British prestige generally. At any rate the interminable delays which seem always to be deferring the final decision as to what is to be done with the indemnity is affecting the University most adversely, for it is postponing the tackling of the inevitable problem of the University's continuance as an institution which, in the terms of the Hong Kong Ordinance which created it, is to exist 'for the promotion of arts, science and learning, the provision of higher education, the formation of the character of all races, nationalities and creeds, and the maintenance of good understanding with the neighbouring country of China.'

"The question whether the only British University in the Far East—a University established by Government of a British Colony with the approval and encouragement of His Majesty's Government on endowments which the Government of Hong Kong asked the public of Hong Kong and elsewhere to subscribe—should continue to function or not may perhaps be regarded as not being without some real importance to British prestige generally. At any rate the interminable delays which seem always to be deferring the final decision as to what is to be done with the indemnity is affecting the University most adversely, for it is postponing the tackling of the inevitable problem of the University's continuance as an institution which, in the terms of the Hong Kong Ordinance which created it, is to exist 'for the promotion of arts, science and learning, the provision of higher education, the formation of the character of all races, nationalities and creeds, and the maintenance of good understanding with the neighbouring country of China.'

"The question whether the only British University in the Far East—a University established by Government of a British Colony with the approval and encouragement of His Majesty's Government on endowments which the Government of Hong Kong asked the public of Hong Kong and elsewhere to subscribe—should continue to function or not may perhaps be regarded as not being without some real importance to British prestige generally. At any rate the interminable delays which seem always to be deferring the final decision as to what is to be done with the indemnity is affecting the University most adversely, for it is postponing the tackling of the inevitable problem of the University's continuance as an institution which, in the terms of the Hong Kong Ordinance which created it, is to exist 'for the promotion of arts, science and learning, the provision of higher education, the formation of the character of all races, nationalities and creeds, and the maintenance of good understanding with the neighbouring country of China.'

"The question whether the only British University in the Far East—a University established by Government of a British Colony with the approval and encouragement of His Majesty's Government on endowments which the Government of Hong Kong asked the public of Hong Kong and elsewhere to subscribe—should continue to function or not may perhaps be regarded as not being without some real importance to British prestige generally. At any rate the interminable delays which seem always to be deferring the final decision as to what is to be done with the indemnity is affecting the University most adversely, for it is postponing the tackling of the inevitable problem of the University's continuance as an institution which, in the terms of the Hong Kong Ordinance which created it, is to exist 'for the promotion of arts, science and learning, the provision of higher education, the formation of the character of all races, nationalities and creeds, and the maintenance of good understanding with the neighbouring country of China.'

"The question whether the only British University in the Far East—a University established by Government of a British Colony with the approval and encouragement of His Majesty's Government on endowments which the Government of Hong Kong asked the public of Hong Kong and elsewhere to subscribe—should continue to function or not may perhaps be regarded as not being without some real importance to British prestige generally. At any rate the interminable delays which seem always to be deferring the final decision as to what is to be done with the indemnity is affecting the University most adversely, for it is postponing the tackling of the inevitable problem of the University's continuance as an institution which, in the terms of the Hong Kong Ordinance which created it, is to exist 'for the promotion of arts, science and learning, the provision of higher education, the formation of the character of all races, nationalities and creeds, and the maintenance of good understanding with the neighbouring country of China.'

"The question whether the only British University in the Far East—a University established by Government of a British Colony with the approval and encouragement of His Majesty's Government on endowments which the Government of Hong Kong asked the public of Hong Kong and elsewhere to subscribe—should continue to function or not may perhaps be regarded as not being without some real importance to British prestige generally. At any rate the interminable delays which seem always to be deferring the final decision as to what is to be done with the indemnity is affecting the University most adversely, for it is postponing the tackling of the inevitable problem of the University's continuance as an institution which, in the terms of the Hong Kong Ordinance which created it, is to exist 'for the promotion of arts, science and learning, the provision of higher education, the formation of the character of all races, nationalities and creeds, and the maintenance of good understanding with the neighbouring country of China.'

"The question whether the only British University in the Far East—a University established by Government of a British Colony with the approval and encouragement of His Majesty's Government on endowments which the Government of Hong Kong asked the public of Hong Kong and elsewhere to subscribe—should continue to function or not may perhaps be regarded as not being without some real importance to British prestige generally. At any rate the interminable delays which seem always to be deferring the final decision as to what is to be done with the indemnity is affecting the University most adversely, for it is postponing the tackling of the inevitable problem of the University's continuance as an institution which, in the terms of the Hong Kong Ordinance which created it, is to exist 'for the promotion of arts, science and learning, the provision of higher education, the formation of the character of all races, nationalities and creeds, and the maintenance of good understanding with the neighbouring country of China.'

"The question whether the only British University in the Far East—a University established by Government of a British Colony with the approval and encouragement of His Majesty's Government on endowments which the Government of Hong Kong asked the public of Hong Kong and elsewhere to subscribe—should continue to function or not may perhaps be regarded as not being without some real importance to British prestige generally. At any rate the interminable delays which seem always to be deferring the final decision as to what is to be done with the indemnity is affecting the University most adversely, for it is postponing the tackling of the inevitable problem of the University's continuance as an institution which, in the terms of the Hong Kong Ordinance which created it, is to exist 'for the promotion of arts, science and learning, the provision of higher education, the formation of the character of all races, nationalities and creeds, and the maintenance of good understanding with the neighbouring country of China.'

"The question whether the only British University in the Far East—a University established by Government of a British Colony with the approval and encouragement of His Majesty's Government on endowments which the Government of Hong Kong asked the public of Hong Kong and elsewhere to subscribe—should continue to function or not may perhaps be regarded as not being without some real importance to British prestige generally. At any rate the interminable delays which seem always to be deferring the final decision as to what is to be done with the indemnity is affecting the University most adversely, for it is postponing the tackling of the inevitable problem of the University's continuance as an institution which, in the terms of the Hong Kong Ordinance which created it, is to exist 'for the promotion of arts, science and learning, the provision of higher education, the formation of the character of all races, nationalities and creeds, and the maintenance of good understanding with the neighbouring country of China.'

"The question whether the only British University in the Far East—a University established by Government of a British Colony with the approval and encouragement of His Majesty's Government on endowments which the Government of Hong Kong asked the public of Hong Kong and elsewhere to subscribe—should continue to function or not may perhaps be regarded as not being without some real importance to British prestige generally. At any rate the interminable delays which seem always to be deferring the final decision as to what is to be done with the indemnity is affecting the University most adversely, for it is postponing the tackling of the inevitable problem of the University's continuance as an institution which, in the terms of the Hong Kong Ordinance which created it, is to exist 'for the promotion of arts, science and learning, the provision of higher education, the formation of the character of all races, nationalities and creeds, and the maintenance of good understanding with the neighbouring country of China.'

"The question whether the only British University in the Far East—a University established by Government of a British Colony with the approval and encouragement of His Majesty's Government on endowments which the Government of Hong Kong asked the public of Hong Kong and elsewhere to subscribe—should continue to function or not may perhaps be regarded as not being without some real importance to British prestige generally. At any rate the interminable delays which seem always to be deferring the final decision as to what is to be done with the indemnity is affecting the University most adversely, for it is postponing the tackling of the inevitable problem of the University's continuance as an institution which, in the terms of the Hong Kong Ordinance which created it, is to exist 'for the promotion of arts, science and learning, the provision of higher education, the formation of the character of all races, nationalities and creeds, and the maintenance of good understanding with the neighbouring country of China.'

"The question whether the only British University in the Far East—a University established by Government of a British Colony with the approval and encouragement of His Majesty's Government on endowments which the Government of Hong Kong asked the public of Hong Kong and elsewhere to subscribe—should continue to function or not may perhaps be regarded as not being without some real importance to British prestige generally. At any rate the interminable delays which seem always to be deferring the final decision as to what is to be done with the indemnity is affecting the University most adversely, for it is postponing the tackling of the inevitable problem of the University's continuance as an institution which, in the terms of the Hong Kong Ordinance which created it, is to exist 'for the promotion of arts, science and learning, the provision of higher education, the formation of the character of all races, nationalities and creeds, and the maintenance of good understanding with the neighbouring country of China.'

"The question whether the only British University in the Far East—a University established by Government of a British Colony with the approval and encouragement of His Majesty's Government on endowments which the Government of Hong Kong asked the public of Hong Kong and elsewhere to subscribe—should continue to function or not may perhaps be regarded as not being without some real importance to British prestige generally. At any rate the interminable delays which seem always to be deferring the final decision as to what is to be done with the indemnity is affecting the University most adversely, for it is postponing the tackling of the inevitable problem of the University's continuance as an institution which, in the terms of the Hong Kong Ordinance which created it, is to exist 'for the promotion of arts, science and learning, the provision of higher education, the formation of the character of all races, nationalities and creeds, and the maintenance of good understanding with the neighbouring country of China.'

"The question whether the only British University in the Far East—a University established by Government of a British Colony with the approval and encouragement of His Majesty's Government on endowments which the Government of Hong Kong asked the public of Hong Kong and elsewhere to subscribe—should continue to function or not may perhaps be regarded as not being without some real importance to British prestige generally. At any rate the interminable delays which seem always to be deferring the final decision as to what is to be done with the indemnity is affecting the University most adversely, for it is postponing the tackling of the inevitable problem of the University's continuance as an institution which, in the terms of the Hong Kong Ordinance which created it, is to exist 'for the promotion of arts, science and learning, the provision of higher education, the formation of the character of all races, nationalities and creeds, and the maintenance of good understanding with the neighbouring country of China.'

"The question whether the only British University in the Far East—a University established by Government of a British Colony with the approval and encouragement of His Majesty's Government on endowments which the Government of Hong Kong asked the public of Hong Kong and elsewhere to subscribe—should continue to function or not may perhaps be regarded as not being without some real importance to British prestige generally. At any rate the interminable delays which seem always to be deferring the final decision as to what is to be done with the indemnity is affecting the University most adversely, for it is postponing the tackling of the inevitable problem of the University's continuance as an institution which, in the terms of the Hong Kong Ordinance which created it, is to exist 'for the promotion of arts, science and learning, the provision of higher education, the formation of the character of all races, nationalities and creeds, and the maintenance of good understanding with the neighbouring country of China.'

"The question whether the only British University in the Far East—a University established by Government of a British Colony with the approval and encouragement of His Majesty's Government on endowments which the Government of Hong Kong asked the public of Hong Kong and elsewhere to subscribe—should continue to function or not may perhaps be regarded as not being without some real importance to British prestige generally. At any rate the interminable delays which seem always to be deferring the final decision as to what is to be done with the indemnity is affecting the University most adversely, for it is postponing the tackling of the inevitable problem of the University's continuance as an institution which, in the terms of the Hong Kong Ordinance which created it, is to exist 'for the promotion of arts, science and learning, the provision of higher education, the formation of the character of all races, nationalities and creeds, and the maintenance of good understanding with the neighbouring country of China.'

"The question whether the only British University in the Far East—a University established by Government of a British Colony with the approval and encouragement of His Majesty's Government on endowments which the Government of Hong Kong asked the public of Hong Kong and elsewhere to subscribe—should continue to function or not may perhaps be regarded as not being without some real importance to British prestige generally. At any rate the interminable delays which seem always to be deferring the final decision as to what is to be done with the indemnity is affecting the University most adversely, for it is postponing the tackling of the inevitable problem of the University's continuance as an institution which, in the terms of the Hong Kong Ordinance which created it, is to exist 'for the promotion of arts, science and learning, the provision of higher education, the formation of the character of all races, nationalities and creeds, and the maintenance of good understanding with the neighbouring country of China.'

"The question whether the only British University in the Far East—a University established by Government of a British Colony with the approval and encouragement of His Majesty's Government on endowments which the Government of Hong Kong asked the public of Hong Kong and elsewhere to subscribe—should continue to function or not may perhaps be regarded as not being without some real importance to British prestige generally. At any rate the interminable delays which seem always to be deferring the final decision as to what is to be done with the indemnity is affecting the University most adversely, for it is postponing the tackling of the inevitable problem of the University's continuance as an institution which, in the terms of the Hong Kong Ordinance which created it, is to exist 'for the promotion of arts, science and learning, the provision of higher education, the formation of the character of all races, nationalities and creeds, and the maintenance of good understanding with the neighbouring country of China.'

"The question whether the only British University in the Far East—a University established by Government of a British Colony with the approval and encouragement of His Majesty's Government on endowments which the Government of Hong Kong asked the public of Hong Kong and elsewhere to subscribe—should continue to function or not may perhaps be regarded as not being without some real importance to British prestige generally. At any rate the interminable delays which seem always to be deferring the final decision as to what is to be done with the indemnity is affecting the University most adversely, for it is postponing the tackling of the inevitable problem of the University's continuance as an institution which, in the terms of the Hong Kong Ordinance which created it, is to exist 'for the promotion of arts, science and learning, the provision of higher education, the formation of the character of all races, nationalities and creeds, and the maintenance of good understanding with the neighbouring country of China.'

"The question whether the only British University in the Far East—a University established by Government of a British Colony with the approval and encouragement of His Majesty's Government on endowments which the Government of Hong Kong asked the public of Hong Kong and elsewhere to subscribe—should continue to function or not may perhaps be regarded as not being without some real importance to British prestige generally. At any rate the interminable delays which seem always to be deferring the final decision as to what is to be done with the indemnity is affecting the University most adversely, for it is postponing the tackling of the inevitable problem of the University's continuance as an institution which, in the terms of the Hong Kong Ordinance which created it, is to exist 'for the promotion of arts, science and learning, the provision of higher education, the formation of the character of all races, nationalities and creeds, and the maintenance of good understanding with the neighbouring country of China.'

"The question whether the only British University in the Far East—a University established by Government of a British Colony with the approval and encouragement of His Majesty's Government on endowments which the Government of Hong Kong asked the public of Hong Kong and elsewhere to subscribe—should continue to function or not may perhaps be regarded as not being without some real importance to British prestige generally. At any rate the interminable delays which seem always to be deferring the final decision as to what is to be done with the indemnity is affecting the University most adversely, for it is postponing the tackling of the inevitable problem of the University's continuance as an institution which, in the terms of the Hong Kong Ordinance which created it, is to exist 'for the promotion of arts, science and learning, the provision of higher education, the formation of the character of all races, nationalities and creeds, and the maintenance of good understanding with the neighbouring country of China.'

MAJOR'S COURT MARTIAL.

SEQUEL TO K.O.S.B.' R.I. FUNDS CASE.

NEGLIGENCE ALLEGED.

A General Court Martial assembled in Murray Barracks yesterday for the trial of Major G. M. H. Ogilvy, of the King's Own Scottish Borderers, who was charged with negligence while acting as President of the Regimental Institute. The case arises as a sequel to the recent Court Martial upon ex-Corpl. Hendry who was sentenced for converting two cheques drawn upon the P.R.I. to his own use.

Mr. Somerset Fitzroy was Judge Advocate, Major Armitage, R.A., prosecuted and Major E. G. Miles, D.S.O., M.C., was prisoner's friend.

Four Charges Involved.

On the first charge, Major Ogilvy was accused of negligently performing his duty as P.R.I., thereby causing a loss of \$1,649 to the funds of the R.I.

The second charge was one of

THE FOUR LEADING BEERS ON THE MARKET

SUIT ALL PALATES.

MUNCHER BURGER-BRAU. DARK.
PILSENER SUPERIOR QUALITY. LIGHT.
TUBORG-FABRIKKER. DINNER BEER.
LOWENBRAU "LION BRAND." DARK.

We guarantee these brands to be of first class quality and prices compare favourably with inferior brands.

A trial is solicited.

SOLE AGENTS:—

GANDE, PRICE & CO., LTD.
TEL. C. 135. HONG KONG.



MARCHANT'S

GOLD LABEL
EXTRA SPECIAL

Old Highland Whisky.

Distilled and bottled in Scotland and guaranteed fully matured in wood.

A Whisky of quality at a moderate price.

Obtainable at all leading Clubs, Hotels and Stores and from the

Sole Agents:—

T. E. GRIFFITH, LTD.

TEL. 3517.

WHYTE & MACKAY'S

REAL SCOTCH



SPECIAL HIGHLAND WHISKY.

THE ARISTOCRAT AMONG WHISKIES

The perfect liqueur whisky that possesses all the high qualities demanded by the connoisseurs of old Scotch Whisky.

Obtainable Everywhere.

LOCAL DISTRIBUTORS:—

H. RUTTONJEE & SON, 15, QUEEN'S ROAD CENT.

YOU KNOW

YOU WON'T WRITE

So better send your old mess-mate a *Weekly Press* while he is away. Let us have his Address, and send us \$7.50 and we will send it to him.

FOR SIX MONTHS

Money and Markets

HONG KONG MARKET REPORTS.

Yesterday's quotations for rice and other foodstuffs were as follows:—

Rice.	
Red Seal	\$ 8.89
New Moon	8.50
Woo Lung	8.72
Green Seal, No. 3	8.57
Broken, Green Seal, No. 1	8.29
Granulated, Green Seal, No. 1	8.05
Glutinous, Green Seal	7.82
Round Rice, Blue Seal	6.08
Langhinna, Red Seal	6.09
White Bran, Red Seal	3.28

Miscellaneous.	
Granulated coarse sugar, No. 13	\$ 6.38
Granulated coarse sugar, No. 24	7.78
Groundnut oil, Fong Tse	22.90
Duck's feather	38.50
Green Bean	8.60
Soy Bean	8.60
Dried Yellow Fungus	230.00
Fishmaw	290.00
Dried Mushroom, Hoang Shun	140.00
Lotus Seeds	24.00
White Sesame	18.50

CANTON MARKET REPORTS.

RAW SILK.

The market for raw silk remains inactive and prices are still low. Only few transactions are made. Latest quotations are as follow:—

14/16	H.K. \$8.45
15/15 Best I	915
20/22	865

FLOUR.

Flour merchants have been buying heavily of late as prices were low in Hong Kong. Arrivals of Chinese flour from Shanghai are still large and as the market is still overstocked prices are low. Quotations on Monday were:—

	Per Bale
Hung Hup	\$6.60
Flying Wheel	3.90
Pak Cha	4.13
Pine & Stork	3.70
Lou Lin	3.87
Pat Kwa	3.93
Dog's Head	3.78
Cabbage	4.18
Five Swallows	3.80
Banana	3.80
Ta Ngun Yun	3.85
Claymore	3.80
Big Gun	3.90
Golden Ox	3.73
Gunboat	3.70

HONG KONG IMPORT TRADE.

PIECE-GOODS BUSINESS DEPRESSED.

In the fortnightly report of the Hong Kong General Chamber of Commerce, the following information is given regarding import trade:—

'Cotton Piece Goods and Fancy Cotton Goods.

The following reports have been received:—

Business has been very quiet since the last report, no sales of any magnitude being reported and a distinct falling off in enquiry is noticeable. Local prices for almost all the well-known cloths have dropped sharply during the past fortnight, and deliveries still remain very poor. Whilst American cotton has remained steady, Egyptian has slumped again.

Another report states:—Very little business can be reported in cotton piece-goods during the last two weeks. Manchester was closed for the whole of last week on account of the Whitsuntide holidays, and there has been a small enquiry since the market re-opened. The adverse effects of the upheaval at Canton and beyond are still felt, and deliveries and local business have been practically at a standstill. There has been a slight improvement in the tone of the market during the past few days, and business will be resumed as soon as more normal conditions obtain.

Woolens.

Nothing to report.

Cotton Yarn.

Market is stagnant, and prices have further declined \$3 to \$4 per bale.

Nominal quotations are as follows:—No. 10s at \$170 to \$185; No. 12s at \$185 to \$190; No. 16s at \$190 to \$195; No. 20s at \$195 to \$200.

Arrivals nil; shipments nil; unsold stock 1,400 bales; bargains 4,400 bales.

Raw Cotton.

No business to report.

RAW SILK.

INCREASE IN JAPANESE CROP.

Messrs. Pentreath & Co. have kindly forwarded us the following letter, dated May 13, from Messrs. Hornby Hemelryk & Co., Liverpool:—

Compared with prices ruling a week ago, value are about 10 cents lower for nears and 3 cents lower for distants.

The New York-certificated stock on the 30th ult. was 2,445 bales, made up as follows:—

Grade	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
	590	785	230	145	235	80	5	15	10																	

Mail advices from New York state that the scarcity of silk in the New York market and the poor assortments available create a technical condition which is likely to be maintained for some weeks as little relief from a statistical point of view may be looked for until the advent of the new crop.

Forecasts of an 8 per cent. increase in the coming Japanese crop have been circulated, but it is too early to place any reliance on them.

Consumption in America continues very satisfactory; the mill takings for April are reported to be 53,882 bales, which compare with 49,878 bales last month and 41,258 in April last year.

The following Japanese Statistics as of April 30 are now available:—

Stocks: 27,000 bales, April 30, 1929; 27,000 bales, March 30, 1929; 34,600 bales, April 30, 1928.

Settlement for export July/April include: 452,000 bales, April 30, 1929; 448,000 bales, March 30, 1929.

Into Sight July/April include: 450,163 bales, April 30, 1929; 454,629 bales, March 30, 1929.

Total exports July/April include: 479,173 bales, April 30, 1929; 440,030 bales, March 30, 1929.

The Settlements for export during April amounted to 43,000 bales, compared with 42,000 in March and 43,000 in April last year. The into sight movement during April was 42,424 bales against 50,611 in March and 43,415 in April last year. Total exports for the month were 42,424 bales, against 38,841 bales in March and 42,515 in April last year.

Our New York correspondents cable that new orders for finished silk are smaller. Manufacturers and dealers anticipate somewhat lower prices for Raw Silk, but sellers are hesitant at the present levels. Another cable mentions that the market is dull and neglected awaiting the commencement of business in the new contract and new crop indications.

Close New York Saturday:—June 5.00c, July 4.92c, September 4.81c, October 4.81c.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

	RUPEE, June 4.
Paris	124.05
Geneva	25.105
Berlin	20.945
Oslo	18.20
Helsingfors	192.3
Athens	375
Rio	5 57/64
Hong Kong	Holiday.
New York	4.84 29/32
Amsterdam	12.07 1/2
Stockholm	18.135
Vienna	34.52
Madrid	34.845
Buenos Aires	47 7/32
Bombay	Holiday.
Yokohama	3/19 11/16
Brussels	34.15
Milan	92.95
Copenhagen	18.20 1/2
Prague	163 1/2
Lisbon	108 1/2
Bucharest	817 1/2
Shanghai	2/44
Silver (spot)	24 3/10
Silver (forward)	24 1/2

TO-DAY'S RADIO.

"THE SINCERE CO." TO BE RELAYED.

The following programme will be broadcast to-day from the Government Broadcasting Station Z.B.W. on 350 metres:—

1.43 p.m.—Weather report.

5.30 to 6.30 p.m.—Programme of Chinese music. (Beka records supplied by The Canton Trading Association, Ltd.)

7.43 p.m.—Evening weather report.

8 p.m.—Evening programme of Chinese music relayed from The Sincere Co., Ltd.

10.30 p.m.—Close down.

BRUTAL GANG MURDER IN SHANGHAI.

MERCHANT'S SON ATTACKED IN HIS CAR.

DAYLIGHT CRIME.

Shanghai papers go to hand describe how Damian Yah, the son of the compradore of Messrs. Noel Murray and Co., was killed last Friday in his own car by armed kidnappers, who shot him dead and then escaped.

Mr. Yah, who was working for his father, at about 8.30 a.m., left his house in Carter Road, in his own car, which was driven by a chauffeur. No sooner had the car appeared on the street than four ruffians jumped in and, overpowering the chauffeur, and one of them drove the car. The chauffeur struggled in the front seat, while Mr. Yah was closely guarded at the rear of the car. The car flew along Carter Road, and on nearing Avenue Road the man driving the car turned in the direction of Medhurst Road.

Still struggling and attempting to get free, the chauffeur somehow managed to slide from the car on to the road, while Mr. Yah was heard to shout "Save life!" in Chinese. The car, on nearing the Medhurst Road corner, suddenly refused to go further. Whereupon the three kidnappers pulling out their guns, shot Mr. Yah.

The gang disappeared, scattering in all directions, while a passer-by rushed Mr. Yah to the nearest hospital.

However, the young man was dead by the time the car arrived at the hospital.

Whether the reason for the kidnapping was other than ransom is not known, but this daylight kidnapping is, unfortunately indicative of the conditions prevailing at times in Shanghai.

Mr. D. Yah was a well-known man in Chinese as well as foreign business circles, and greatly respected.

He was a married man, with several children.

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

	June 4, 1929
H.K. Banks	100.25 1/2 buy.
Do. London	21.32 nom.
Chartered Banks	119 1/2 buy.
Mercantile Banks, A. & B.	233 nom.
Do.	215 1/2 nom.
P. & O. Banks	121 nom.
East Asia Banks	120 1/2 nom.
Canton Insurance	385 buy.
Union Insurance	347 sel.
North China Ins.	160 buy.
Yangtze Insurance	150 nom.
China Underwriters	12.10 sel.
China Fire Insurance	325 buy.
H.K. Fire Ins.	375 nom.
Douglases	35 sel.
H.K. Steamships	35 sel.
H.K. Tugs	16.60 sel.
Indo-China (Fr.)	148 buy.
Do. (Def.)	370 nom.
Shell Transport	97 1/2 nom.
Union Waterworks	322 nom.
Beignets	324 buy.
Kailan Mining Admin.	63/9 nom.
Langkats (combined)	14 nom.
Do. (single)	7 1/2 nom.
S'hai. Explorations	12.2 nom.
Shanghai Loans	7 1/2 sel.
Banias	64 nom.
Trench Mines	17 1/2 nom.
H.K. & K. Wharfs	128 buy.
H.K. & W. Docks	335 nom.
China Providents	4 buy, 4.10 sel.
Hongkong	163 nom.
New Engineering	12.85 buy.
Shanghai Docks	14.135 nom.
Ewo Cotton	12.14 buy.
Oriental Cottons	2 buy, 2.10 sel.
S'hai. Cottons (old)	12.67 buy.
Do. (new)	12.30 nom.
H.K. & S. Hotels	38.80 buy, 3.80 sel.
H.K. Lands	324 nom.
Shanghai Lands	141 buy.
Hamphrey Estates	115 sel.
H.K. Real Estate	13.35 sel.
H.K. Tramways	115.15 buy, 18 sel.
Peak Trams (old)	1123 buy.
Do. (new)	355 nom.
Star Ferries	364 nom.
China Lights, Oum. Rights	113.70 buy.
Do. Ex Rights	112.80 buy.
Do. Rights	13 sel.
Do. Rights	37.50 nom.
H.K. Electric	556 sel.
Macao Electric	323 nom.
Banistan Lights	32 sel.
Telephones	37 buy.
China Buses	14 buy.
Singapore Tractions	11/8 buy.
Do. (Pref.)	15/8 buy.
China Sugars	50 cta. nom.
Malayan Sugars	37 nom.
Canton Ice	18.80 buy.
Cementa (combined)	34.10 buy.
Do. (old)	37 nom.
Do. (new)	34 nom.
H.K. Bopes	37 sel.
United Asbestos	35 buy.
Dairy Farms	117 1/2 buy.
Wacans	41 buy.
Ver & Wings	30 cta. buy.
Leco Crawford	82 sel.
Mackintosh	118 buy.
Sincere	111.80 buy
Wm. Powells	33.65 sel.
H.K. Amusements	329 1/2 buy, 29 1/2 sel.
H.K. Constructions	313 sel.
S'que. Indus. G. Bonds	87 1/2 nom.
H.K. Govt. Loans	6 1/2 prem. buy.
Buy—buyers; sel.—sellers; nom.—nominal.	

THE GREATEST OF ALL SOUTH SEA ROMANCES!

—actually filmed in the South Seas!

WHITE SHADOWS IN THE SOUTH SEAS

with MONTE BLUE

THE novel sensation has now been made into the greatest of all South Seas romances! A flaming love story, and the 1001 thrills of the notorious pearl market!

TWO YEARS IN THE MAKING!



AT THE QUEEN'S

FINAL SHOWINGS TO-DAY At 2.30, 5.10, 7.15 & 9.20.

Love, intrigue and action in a gripping mystery story!



AT THE WORLD FINAL SHOWINGS TO-DAY At 5.15 & 9.20 Only.

Chinese Picture, 'The Reviving Rose'

A MERRY STORY OF MATRIMONIAL MIX-UPS!

ELEANOR BOARDMAN IN EXCHANGE OF WIVES

with LEW CODY AND RENEE ADOREE
AT THE STAR FINAL SHOWINGS TO-DAY At 5.30 & 9.20.

QUEEN'S

SPECIAL RETURN ENGAGEMENT For ONE WEEK Only commencing

TO-MORROW

AT ALL PERFORMANCES

SAM KU WEST

"The Kreiser of The Guifur"

and The Only Hawaiian Harpist

With THE PARADISE HARMONY BOYS

For ONE WEEK Only Usual Prices.

BALLANTINE'S

in use for almost 100 years.

ESTABLISHED 1827.

By Appointment to

H.M. The Late Queen Victoria VII.

and His Majesty King George V.

PURE SCOTCH LIQUEUR WHISKY

10 years old.

GEORGE BALLANTINE & SON, LTD.

GLASGOW AND LONDON.

DISTILLED IN SCOTLAND

If you want a really first class Scotch Whisky at a reasonable price, you can have no better than Ballantine's Liqueur Whisky. It is excellent.

The French Store

Beaconsfield Arcade.

TELL THE SHROFF

to make out a Chit for \$7.50 and send it with your Home Address to 11, Ice House Street. In return, we will send you the *Weekly Press* for Six Months

DERBY PROSPECTS.

LUCKY CALCUTTA SWEEP WINNERS.

LAST-MINUTE ODDS.

[THROUGH REUTER'S AGENCY.]

Erson, June 3.
The Clerk of the Course states that, in spite of rumours of hard going, the Epsom Course will be in perfect condition for the Derby on Wednesday.

Macnab and Engelberg were scratched at nine o'clock to-day.

Calcutta Sweep Tickets.
Six London workmen, namely, a bricklayer, a sub-postmaster, a painter, a postman, a building trade employee and a Borough Council employee, it is reported, share one of the tickets on Kopl in the Calcutta Sweep.

A brick named Mr. Webber residing in Bombay, has drawn another ticket on Kopl.

Mr. Arnell, an overseer in Krugersdorp Municipality, and Mr. Munster, Chief Health Inspector, Krugersdorp, jointly hold one of the tickets on Hunters' Moon.

Mr. H. Butterworth, of Liverpool, holds one of the Calcutta tickets for Mr. Jinks.

Mr. C. L. Brill, a young Leeds outfitter, has drawn Walter Gay. A London Syndicate offered him \$3,000 for a half share.

Mr. James Deuchar, a North Country brewer, has drawn Reflector.

Two out of three tickets on Cragadour are held by Messrs. N. O. C. Marsh and H. Cleghorn, respectively, both of Calcutta.

One ticket on Barbizon is held by Mr. J. W. R. Simpson of Calcutta.

One ticket on En Garde is held by Cavallero, an assistant in a Calcutta restaurant, on behalf of himself and the other assistants.

A syndicate of Swansea pilots has drawn the favourite, Mr. Jinks, in the Calcutta sweep.

The other ticket on Hunters' Moon is held by Mr. Beadmore, an accountant in a Sheffield steel firm.

Latest Betting.
The latest betting for the Derby is as follows:—

8/1 Mr. Jinks (t. and o.).
8/1 Cragadour (t. and o.).
17/2 Hunters' Moon offered, 9/1 taken.

10/1 Kopl (t. and o.).
100/9 Gay Day offered, 100/8 taken.

23/1 Walter Gay (t. and o.).
23/1 Le Volour offered.
23/1 Redmouth offered.

23/1 Trigo offered.
23/1 Ostris offered.

23/1 Postivity offered.
23/1 Rattlin the Reeler offered.
23/1 Reflector offered.

40/1 Montclair, Horus, Barbizon, Brien, P.D.Q., Tom Peap tree, all offered.

50/1 En Garde, Bosworth, Caven-
don, Leonard, Golden Rain,
N.P.B., Aristotle, all offered.

Scratchings.
Derby scratchings are Empire
Builder (to-day) and Montclair
(2.50 to-day).

**SOME HOME VIEWS ON
TO-DAY'S CLASSIC.**

Today is Derby Day in England, and the whole racing world is interested in the fortunes of the various candidates who have been entered for this great race.

We in Hong Kong, thousands of miles away, are no less interested than those living in closer vicinity to Epsom Downs, but for us there is nothing to do but to wait for Reuter's cable. Meantime, it is interesting to analyse what the cables and latest mails from Home make of the Derby position.

Undoubtedly the first thing that strikes the mind when looking over the candidates this year is that there is no outstanding animal monopolising the betting. Mr. Jinks, Hunter's Moon, Cragadour, and Gay Day had at one time or another during the last two months occupied the favourite's position.

Mr. Jinks, by reason of his excellent performance in the Two Thousand Guineas was a favourite about a month ago. Since then he has suffered defeat at the hands of Hunter's Moon, and had been relegated to third or fourth place in the betting. Cragadour had been well in the picture throughout and enjoyed the favourite's position until two days ago, when Mr. Jinks again caught the public's fancy.

Hunter's Moon was in great demand a week ago and was favourite at seven, but did not stay long. Gay Day was a Derby favourite before the Two Thousand Guineas, but has since dropped heavily. He has however climbed steadily back, and is now fifth on the list. Kopl has risen from the twenties to ten.

Cragadour's Chances.
Cragadour, according to a writer in *The Sporting Times*, will take no end of beating, but it might be difficult to keep this animal up to the conceit pick in the event of the ground remaining hard. The special race correspondent of a well-known London daily wrote on the day following the "Two Thousand" that Cragadour was almost a certainty for the Derby, adding that

he had always predicted that Mr. Jinks would win the first classic and Cragadour the Derby. Another writer stated that what beat Cragadour would win the Derby. Yet another gave his opinion that if Cragadour had drawn a better position in the Two Thousand Guineas, he would have accounted for Mr. Jinks and would then have been made a moral certainty for the Derby. It would seem, therefore, that the claims of Cragadour, in to-day's race are such that the animal might justifiably be expected to win.

Mr. Jinks, as is well known, won the Two Thousand Guineas and because the animal has never been unplaced this year, is looked upon as a very good thing for to-day's event. True, he was beaten by Hunter's Moon, but it must be remembered that the verdict was the shortest of heads and further that although he was beaten, he is once again in the favourite's position and might do the trick to-day. Confidence in Mr. Jinks is backed by a long series of successes, both as a two-year-old and in this year's performances.

"Steve's" Mount.
Gay Day will be ridden by Steve Donoghue, who has been described by one sports writer as Home as better than any other jockey on the Epsom course. If this is so, Gay Day appears to have an excellent chance, as many writers predict that the colt will go on improving. If he has made any progress at all since the Two Thousand Guineas, when he was a length and a half behind Cragadour, he will carry off the Derby to-day. His odds lengthened after the first classic race, but the last cable shows a very great demand at present and he is now standing at 100-9. "Steve" is fairly well mounted this year and might spring a surprise.

Kopl is another horse mentioned as likely to bring home the bacon. The animal had shown consistent form throughout the season, and his last public performance was the winning of the March Stakes which he did easily. One writer referring to Kopl stated: "I am not an alarmist by any means, but I do not intend to row in with the general view that the Derby is a two-horse race. I shall not stand Mr. Jinks, but shall watch the future progress of Kopl with a great deal of interest, because I fancy that if any horse is going to lower the colours of Cragadour it will be the March Stakes winner." Another writer wrote that Kopl "is a colt of immense possibilities, and being a son of Spion Kop will stay until the cows come home."

Of the rest of the field it is only necessary to quote another tipster who wrote: "While so many horses remain in the Epsom classic he would be a bold prophet, who declared that, apart from the leading favourites, the rest can be put on the washing." About this time last year the same could have been said, and I take it that Felstead would have been passed over on this line of reasoning.

CITY MAN'S "DOUBLE."
PRIZEWINNER IN 1927 DRAWS MR. JINKS.

An amazing "double" by a City man—Mr. A. J. Latham, of Thornogrove Road, Bishop's Stortford, is one of the fronts of chance connected with the £1,000,000 Stock Exchange Mutual Subscription Fund.

In 1927 he won second prize in the Derby draw with Hot Night. In 1929 a ticket in his name is one of the two drawn for the second favourite, Mr. Jinks.

Mr. Latham has sold the Mr. Jinks ticket. "The purchaser," said Mr. Latham, "is a friend of mine in a local bank. He in turn sold the ticket to some friends at St. Albans. The St. Albans holders are very wealthy people."

The second prize, which went to Mr. Latham's ticket, two years ago, was £35,000. It was stated at the time that he had sold half the ticket for £3,500. Mr. Latham is a clerk employed by a firm of stockbrokers in Gresham Street, E.C.

Tipster 2-93563 was one of a number which Mr. Latham bought and passed on, at the level of £1, some weeks ago to Mr. Thomas H. Morris, an accountant at Bishop's Stortford. Mr. Morris, also acting as a friendly distributor, resold it to Mrs. Miskin, of St. Albans. She is the wife of Mr. Christopher Miskin, a builder, and shares the ticket with her daughter.

SAM KU WEST.
Sam Ku West and his Harmony Trio open a return season at the Queen's Theatre to-morrow. Sam Ku West has won widespread fame as a recording artist and stage and radio entertainer. A student under Francis A. Paule in the New York College of Music, the young Hawaiian made his first public appearance at Proctor's Theatre, New York, early in 1927. The concert was followed by bookings all over America. Sam Ku West is now on a world tour, and during the Hong Kong season will present items which have proved popular elsewhere. Thoroughly at home on the steel guitar, ukulele and other string instruments, Sam Ku West is also Hawaiian ever to play the instrument.

The feature film is John Gilbey's new Metro-Goldwyn-Mayer picture, *When a Woman Sings*, with Mrs. Wynn and Sir

Yorkshire beat Kent by eight wickets.
Kent batted first and scored 125. Dennis took five wickets for 42 runs.
Yorkshire replied with 120.
Kent's second innings produced 140 runs. Rhodes taking five wickets for 46 runs.
Yorkshire, on going in a second time, ran up a score of 140 runs for only two wickets.

Gloucester v. Worcester.
Gloucestershire beat Worcester by an innings and two runs.
Worcester had first lease of the wicket and scored 180. Goddard captured eight of the wickets for 117 runs.
Gloucestershire's appearance at the wicket produced 242 runs. Jackson took 6 for 67.
Worcestershire fared disastrously in their second innings, the whole eleven being dismissed for only 30 runs. Parker had the splendid analysis of five wickets at the cost of only 15 runs.

Oxford Beaten.
Middlesex beat Oxford University by 10 wickets. Scores:—
Middlesex 367 (Lee, 200) and 4 for 0 wickets.
Oxford, after scoring only 90, followed-on, and made 278 (Peebles 5 for 103).

"PLOWING THROUGH THE CROWDS."
LIEUT. N. R. LIANG FINED.

SPEED 30 OR 40 M.P.H.?

Lieut. N. R. Liang was summoned before Mr. T. S. Whyte-Smith at Kowloon Magistrate's Court yesterday for driving a car No. 434—Morris M.G. Sports—along Nathan Road at a speed dangerous to the public.

The defendant pleaded not guilty. Traffic Sergeant Scrim said that he was standing outside the Majestic Theatre in Nathan Road at 7.15 p.m. on May 16. He saw defendant's car approach from Mongkok towards the Star Ferry at a high speed. The road was crowded, but the car carried on "ploughing through the crowd."

Witness gave chase in a car and stopped the defendant at Harkow Road.

The speed of his borrowed car was 40 miles per hour by a speedometer which had recently been tested and found to be correct.

In answer to defendant's question, Sergeant Scrim said that the speed was 40 m.p.h. from the Majestic Theatre to the Duro Motor Garage. The car slowed down after passing the Garage on account of the traffic.

Defendant said that although there were two passengers in his car he did not wish to call them as witnesses. To the best of his knowledge he was not driving at the speed alleged. He slowed down on approaching the Po Hing Theatre and probably did accelerate after that. The road was pretty clear and he thought the speed was only 30 m.p.h.

His Worship remarked that he would consider 30 m.p.h. as speeding. Defendant replied that he thought that it depended on the control one had on the car.

The Magistrate convicted and imposed a fine of \$15.

SEQUEL TO MORTGAGE OF S.S. ANJOU.

SUPREME COURT ORDERS SALE OF SHIP.

Before the Chief Justice (Sir Henry Gollan) at the Supreme Court yesterday, Mr. Woo Hay Tong, of 15, Kennedy Road, brought an action for possession of the s.s. Anjou, and for an order for valuation and sale of the ship.

Plaintiff alleged that the vessel was mortgaged to him by the owner as security for a loan of \$25,000. This sum had not been repaid, and in addition to the interest he claimed that there was due a further sum of \$13,023.23.

Mr. C. G. Alabaster, K.C., instructed by Mr. H. K. Woo, of Messrs. Woo & Nash, appeared for the plaintiff. The defendant was not present, and the case was heard *ex parte*.

His Lordship gave judgment for the plaintiff for the amounts claimed, and also granted an order for appraisal and sale of the vessel, liberty being given to apply.

LACOSTE BEATS BOROTRA.

FINAL IN FRENCH HARD COURTS TENNIS.

[THROUGH REUTER'S AGENCY.]

PARIS, June 3.

In the final of the Tennis Tournament here Lacoste defeated Borotra 3-2, 6-0, 2-0, 6-0.

HOME CRICKET.

YORKSHIRE DEFEAT KENT.

SOME GOOD BOWLING FEATS.

[THROUGH REUTER'S AGENCY.]

LONDON, June 3.
Yorkshire beat Kent by eight wickets.

Kent batted first and scored 125. Dennis took five wickets for 42 runs.

Yorkshire replied with 120.

Kent's second innings produced 140 runs. Rhodes taking five wickets for 46 runs.

Yorkshire, on going in a second time, ran up a score of 140 runs for only two wickets.

Gloucester v. Worcester.
Gloucestershire beat Worcester by an innings and two runs.

Worcester had first lease of the wicket and scored 180. Goddard captured eight of the wickets for 117 runs.

Gloucestershire's appearance at the wicket produced 242 runs. Jackson took 6 for 67.

Worcestershire fared disastrously in their second innings, the whole eleven being dismissed for only 30 runs.

Parker had the splendid analysis of five wickets at the cost of only 15 runs.

Oxford Beaten.
Middlesex beat Oxford University by 10 wickets. Scores:—

Middlesex 367 (Lee, 200) and 4 for 0 wickets.

Oxford, after scoring only 90, followed-on, and made 278 (Peebles 5 for 103).

"PLOWING THROUGH THE CROWDS."
LIEUT. N. R. LIANG FINED.

SPEED 30 OR 40 M.P.H.?

Lieut. N. R. Liang was summoned before Mr. T. S. Whyte-Smith at Kowloon Magistrate's Court yesterday for driving a car No. 434—Morris M.G. Sports—along Nathan Road at a speed dangerous to the public.

The defendant pleaded not guilty. Traffic Sergeant Scrim said that he was standing outside the Majestic Theatre in Nathan Road at 7.15 p.m. on May 16. He saw defendant's car approach from Mongkok towards the Star Ferry at a high speed. The road was crowded, but the car carried on "ploughing through the crowd."

Witness gave chase in a car and stopped the defendant at Harkow Road.

The speed of his borrowed car was 40 miles per hour by a speedometer which had recently been tested and found to be correct.

In answer to defendant's question, Sergeant Scrim said that the speed was 40 m.p.h. from the Majestic Theatre to the Duro Motor Garage. The car slowed down after passing the Garage on account of the traffic.

Defendant said that although there were two passengers in his car he did not wish to call them as witnesses. To the best of his knowledge he was not driving at the speed alleged. He slowed down on approaching the Po Hing Theatre and probably did accelerate after that. The road was pretty clear and he thought the speed was only 30 m.p.h.

His Worship remarked that he would consider 30 m.p.h. as speeding. Defendant replied that he thought that it depended on the control one had on the car.

The Magistrate convicted and imposed a fine of \$15.

SEQUEL TO MORTGAGE OF S.S. ANJOU.

SUPREME COURT ORDERS SALE OF SHIP.

Before the Chief Justice (Sir Henry Gollan) at the Supreme Court yesterday, Mr. Woo Hay Tong, of 15, Kennedy Road, brought an action for possession of the s.s. Anjou, and for an order for valuation and sale of the ship.

Plaintiff alleged that the vessel was mortgaged to him by the owner as security for a loan of \$25,000. This sum had not been repaid, and in addition to the interest he claimed that there was due a further sum of \$13,023.23.

Mr. C. G. Alabaster, K.C., instructed by Mr. H. K. Woo, of Messrs. Woo & Nash, appeared for the plaintiff. The defendant was not present, and the case was heard *ex parte*.

His Lordship gave judgment for the plaintiff for the amounts claimed, and also granted an order for appraisal and sale of the vessel, liberty being given to apply.

LACOSTE BEATS BOROTRA.

FINAL IN FRENCH HARD COURTS TENNIS.

[THROUGH REUTER'S AGENCY.]

PARIS, June 3.

In the final of the Tennis Tournament here Lacoste defeated Borotra 3-2, 6-0, 2-0, 6-0.

TRAFFIC CASES.

RECORDS GOOD AND BAD.

"DON'T FORGET THE CHANGE!"

Before Mr. E. W. Hamilton at Central Magistrate's Court yesterday Chinese accused of three traffic offences explained that he was not the guilty person, but had authority to plead guilty and to pay the fines on behalf of the offender. The following dialogue ensued between the Magistrate and the defendant's Proxy:—

His Worship: How much did defendant give you to meet the fines?

The proxy: \$25, your Worship.

Well, let's see! You will pay \$2 for not displaying your badge, \$3 for parking in an unauthorised place and \$15 for running away from the police. Don't forget to give defendant his change!

Sixteen appearances in Court in a fifteen months' career as a motor-car driver is the record of a Chinese who was in trouble with the police for the seventeenth time last week.

The man appeared before Mr. E. W. Hamilton yesterday and pleaded guilty to obstruction in Ramsay Street.

His Worship, after examining the defendant's record, asked: "What are you going to do when you give up driving motor-cars?"

The defendant made no reply, whereupon his Worship continued: "If you appear before me again, my friend, I shall recommend the Police to take away your licence. Meantime \$5 or eight days."

"You have used up your good record!" Thus Mr. Hamilton warned a Chinese driver that no further leniency would be shown towards future offences. The man was summoned for driving without head-lights on Morrison Hill Road and with "not" displaying his public driver's badge. His Worship registered the caution mentioned.

In another case, a Chinese chauffeur admitted passing a car on the left side. The Magistrate after examining this man's record said: "I see you have been driving since 1924 without a conviction. You must not pass a car on the left side. If you do that again you will be heavily fined. You are cautioned."

Traffic Inspector Nicols told his Worship how a Chinese who was driving with ineffective brakes was stopped on May 20. The day was a race day and the traffic around Happy Valley was particularly heavy. The Inspector signalled the driver to pull up but the latter went on for a matter of some fifty feet before he was able to stop. Inspector Nicols then got into the car and drove round the Race Course at twenty miles per hour. The hand-brake was applied while the car was travelling at that speed and was found to be totally ineffective.

His Worship in imposing a fine of \$10 commented that to have defective brakes was a serious matter.

If the story told by a Chinese chauffeur at Central Magistrate's Court, then some guest at the Hong Kong Hotel is looking for his luggage while it is resting comfortably at the Central Police Station.

The chauffeur was charged before Mr. Hamilton with loitering in Peddar Street. He denied the charge and said that he was waiting outside the Hong Kong Hotel's entrance waiting for someone to come and move some luggage from his car. He waited for a long time and eventually drove to Central Police Station where he deposited the luggage in charge of the Inspector on duty with instruction to collect his fare if the owner should claim his luggage. The luggage has so far not found a claimant.

A remand until Friday was ordered in this case.

When the name of Pearl Woo was called at the Central Magistrate's Court, a Chinese told Mr. Hamilton that he represented his daughter who was unable to attend because she was at school. Miss Pearl Woo was summoned for failing to produce her driving licence.

His Worship: If your daughter is in school she should not have a licence.

The father: She is nineteen and a licence was granted her last year. The police corroborated this and a fine of \$5 was imposed.

PIRATE GANG ROUNDED UP.

TWO VICTIMS ESCAPE.

MORE ARRESTS ANTICIPATED.

According to a Shanghai report, as the result of a clever, swiftly executed investigation, the French Police, succeeded in arresting the leaders of a band of pirates who were operating in the region of Soochow and the Tai-hu Lake.

It appears that two Chinese, one of whom was a doctor, were hidden by the gang in a house in Rue Remy, and managed to escape by jumping from a window and immediately placing themselves under the protection of an Annamite policeman, who raised the alarm at once.

House Surrounded.
Reinforcements quickly arrived, the house was searched and three of the gang, who tried to make themselves scarce, were apprehended after a short chase.

The two escaped prisoners were taken to the police station where they told M. Hardy, the Chef de Police, of the sufferings they had endured for the period of their captivity, one of them being in such a state that he had to be sent to Ste. Marie's Hospital.

It appears that on the morning of April 20, the junk on which he and his companion had taken passage, from Soochow to Lo-hai, was pirated in Tai-hu Lake. The junk was quickly surrounded by a dozen other vessels, a volley was fired by the pirates, and before even a gesture of defence could be made they were in control.

After the usual looting, the pirate leader asked the captain to hand over to him six passengers for whom he might be able to obtain ransom. The prisoners were immediately interrogated. The first, who had been wounded, died while being questioned, the second, not being rich enough, was thrown into the lake out of hand.

Boat Released.
The third, a poor coolie, roused the pity of the pirates and was released. The father of the doctor was also set free with instructions to raise \$4,000 for the two who remained in the custody of their captors.

M. Hardy proceeded to interrogate the pirate prisoners and they denounced their leader. His house, in the International Settlement, was raided and the police were fortunate enough to capture the leader of the gang, his two lieutenants and three women, all of whom were taken to Hongkong Police Station.

The leader refused to speak, but as the police led his mistress to the French Police Station in Avenue Joffre she vainly attempted to get rid of some compromising jewellery, earrings and gold brooches. At the police station she was searched and a regular jewellery store was discovered, including 57 gold rings, a gold watch and chain, tie-pins and a wallet crammed with money.

All the jewellery, she said, had been given her by the leader of the gang as proceeds from his exploits on the Tai-hu and the environs of Soochow.

Inquiries are proceeding and it is anticipated that more arrests will be made in the near future.

MIRROR CLUE TO A CRIME.
BLOOD-STAINED GIMLET IN A DOOR.

DEATH SUPPER.

One new clue has been discovered by Manchester detectives in their endeavours to discover the murderer of Mr. George Armstrong, the seventy-three-year-old shopkeeper, who was found battered to death in the shop in Grange-terrace, Wilmslow-road, Rushmore. A report of the crime appeared in yesterday's issue of the *Daily Press*.

A complete set of finger-prints was found on a mirror.

Two glasses and two beer bottles were found on the table of the living-room upstairs. A number of cigarette ends also found suggest that Mr. Armstrong had entertained a guest on the night when he was last seen.

Gimlet Above Latch.
A neighbour saw him as late as 11.10 p.m. that night, but the police believe that he may have had supper with some person after that.

The shop door could not have been entered unless Mr. Armstrong opened it, because he always placed a gimlet, just above the latch, so that, even if the Yale lock were turned, the latch would not lift. The gimlet had been broken by the murderer before he lifted the latch to leave the shop.

The broken part, with bloodstains on it, was found on the floor of the shop.

A bloodstained duster, with which the murderer is believed to have wiped his hands, was found on the top of a lady's case. The finger-prints were found on the mirror behind the counter.

No weapon has yet been found. Mr. Armstrong's pockets had been emptied, except for one or two papers, a watch, and a cigarette case.

Mr. Armstrong had lived the life of a recluse since his wife died at Hull during the war.

PRESIDENT LINER SAILINGS

Weekly Trans-Pacific Service

To San Francisco and Los Angeles
The Sunshine Belt via Honolulu
Fortnightly sailings on Tuesdays
Pres. Cleveland, Tu., June 18
Pres. Pierce, Tu., July 2
Pres. Jefferson, Tu., July 30
To Seattle and Victoria
The Short, Straight Route
to America
Fortnightly sailings on Tuesdays
Pres. Lincoln, Tu., June 11, Noon
Pres. Madison, Tu., June 25
Pres. Jackson, Tu., July 9
Pres. McKinley, Tu., July 23

\$120, \$112 Special through rates to Europe via United States, Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for sight-seeing.

Europe and New York Direct

ROUND THE WORLD

Fortnightly sailing on Sunday via Manila, Straits, Colombo, East Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pres. Adams, Sun., June 16, 8 a.m.
Pres. Harrison, Sun., June 30, 8 a.m.
Pres. Johnson, Sun., July 14, 8 a.m.
Pres. Monroe, Sun., July 23, 8 a.m.
Pres. Taylor, Sun., July 6, 8 a.m.
Pres. Van Buren, Sun., Aug. 20, 8 a.m.

To Manila

ADVERTISED SAILINGS FROM HONG KONG.

ALEXANDRIA.
Pres. Adams, Dollar, June 16.
Pres. Harrison, Dollar, June 30.

AMCOY.

Haining, Douglas, June 7.
Kwaiyang, B. & S., June 9.
Sanchia, B.L., June 9.
Haiyang, Douglas, June 11.
Shantung, B. & S., June 11.
Tijlboet, J.C.J.L., June 14.
Tijsondori, J.C.J.L., June 14.
Kiangchow, B. & S., June 16.
Kumsang, Jardine's, June 18.
Takada, B.L., June 21.
Tijkenbang, J.C.J.L., June 24.
Tijikini, J.C.J.L., June 28.

ANTWERP.

Anagir, Melchers, June 8.
City of Glasgow, Bank, June 10.
Auta Maru, N.Y.K., June 15.
Jeypore, P. & O., June 15.
Malaya, Manners, June 21.
Kashima Maru, N.Y.K., June 29.
Siam, Manners, June 30.

AUSTRALIAN PORTS.

Change, B. & S., June 18.
Calulu, Dodwell's, June 22.
Tango Maru, N.Y.K., June 28.
St. Albans, E. & A., July 5.

BALTIC PORTS.

Anagir, Melchers, June 8.
Main, Melchers, June 18.
Malaya, Manners, June 21.

BALTIMORE.

Nelus, B.F., June 5.
Comeliebank, Bank, June 7.
City of Mobile, Bank, June 15.
Archbank, Bank, June 21.
Machon, B.F., July 8.

BANGKOK.

Kwangtung, B. & S., June 7.
Hiram, Thoresen's, June 9.
Kaying, B. & S., June 9.
Kingsman, B. & S., June 12.
Kwangchow, B. & S., June 16.

BELAWAN DELI.

Cremer, J.C.J.L., June 8.
Main, Melchers, June 19.
Trier, Melchers, June 29.

BOMBAY.

Sado Maru, N.Y.K., June 11.
Rajputana, P. & O., June 22.
Tattori Maru, N.Y.K., June 27.

BOSTON.

Nelus, B.F., June 5.
Imperial Prince, Furness, June 8.
Comeliebank, Bank, June 7.
City of Mobile, Bank, June 15.
Pres. Adams, Dollar, June 18.
Takaka Maru, N.Y.K., June 19.
Japanese Prince, Furness, June 20.
Archbank, Bank, June 21.
British Prince, Furness, July 4.
Machon, B.F., July 8.

BREMEN.

Anagir, Melchers, June 8.
Zosma, J.C.J.L., June 17.
Main, Melchers, June 19.
Trier, Melchers, June 29.

BRINDISI.

Romolo, Dowell's, June 5.
Fiume, Dodwell's, June 15.
Venezia, Dodwell's, June 25.

CALCUTTA.

Muroran Maru, N.Y.K., June 8.
Namsang, Jardine's, June 8.
Taima, B.L., June 10.
Yuenyang, Jardine's, June 14.
Morioka Maru, N.Y.K., June 15.
Sanchia, B.L., July 4.

CEBU.

Washington, S.S.S., June 17.
Golden Tide, S.S.S., June 21.

CHEFOO.

Kueichow, B. & S., June 14.
Huichow, B. & S., June 25.

COLOMBO.

Romolo, Dodwell's, June 5.
Delta, P. & O., June 8.
Aeneas, B.F., June 11.
Sado Maru, N.Y.K., June 11.
Atsuta Maru, N.Y.K., June 15.
Fiume, Dodwell's, June 15.
Jeypore, P. & O., June 15.
Sauerland, J.C.J.L., June 15.
Pres. Adams, Dollar, June 18.
Angers, M.M., June 18.
Main, Melchers, June 19.
Rajputana, P. & O., June 22.
Gleniffer, Jardine's, June 28.
Tattori Maru, N.Y.K., June 27.
Perim, P. & O., June 29.
Trier, Melchers, June 29.
Pres. Harrison, Dollar, June 30.
General Mettinger, M.M., July 2.
Oldenburg, J.C.J.L., July 2.

OPENHAGEN.

Delhi, Gilman's, June 5.
Malaya, Manners, June 21.
Canton, Gilman's, June 24.
Siam, Manners, June 30.

DALNY.

Trier, Melchers, June 5.
Kanchow, B. & S., June 9.
Lahn, Melchers, June 14.
Derfingier, Melchers, July 2.

DUTCH PORTS.

Delhi, Gilman's, June 5.
Anagir, Melchers, June 8.
City of Glasgow, Bank, June 9.
Sauerland, J.C.J.L., June 10.
Aeneas, B.F., June 11.
Jeypore, P. & O., June 15.
Sauerland, J.C.J.L., June 15.
Auta Maru, N.Y.K., June 15.
Main, Melchers, June 19.
Perseus, B.F., June 25.
Gleniffer, Jardine's, June 28.
Kashima Maru, N.Y.K., June 29.
Siam, Manners, June 30.
Oldenburg, J.C.J.L., July 2.

FOOCHOW.

Haining, Douglas, June 7.
Haiyang, Douglas, June 11.

GENOA.

Anagir, Melchers, June 8.
Dakar Maru, N.Y.K., June 15.
Sauerland, J.C.J.L., June 15.
Pres. Adams, Dollar, June 18.
Zosma, J.C.J.L., June 17.
Cylops, B.F., June 20.
Trier, Melchers, June 29.
Pres. Harrison, Dollar, June 30.

GLASGOW.

Aeneas, B.F., June 11.
Cylops, B.F., June 20.

GOTHENBURG.

Delhi, Gilman's, June 5.
Malaya, Manners, June 21.
Canton, Gilman's, June 24.
Siam, Manners, June 30.

HAIPHONG AND HOIHOW.

Kwangtung, B. & S., June 7.
Teau, B. & S., June 7.
Canton, M.M., June 7/8.
Kingsman, B. & S., June 12.

HAMBURG.

Delhi, Gilman's, June 5.
Anagir, Melchers, June 8.
City of Glasgow, Bank, June 9.
Jeypore, P. & O., June 15.
Sauerland, J.C.J.L., June 15.
Zosma, J.C.J.L., June 17.
Main, Melchers, June 19.
Malaya, Manners, June 21.
Canton, Gilman's, June 24.
Perseus, B.F., June 25.
Trier, Melchers, June 29.
Siam, Manners, June 30.
Oldenburg, J.C.J.L., July 2.

HAYRE.

Cylops, B.F., June 20.
Malaya, Manners, June 21.
Siam, Manners, June 30.

HONOLULU.

Tenyo Maru, N.Y.K., June 12.
Pres. Cleveland, Dollar, June 18.
Pres. Pierce, Dollar, July 2.

LOILO.

Comeliebank, Bank, June 7.
Washington, S.S.S., June 17.
Golden Tide, S.S.S., June 21.

JAPAN PORTS.

Emp. of France, C.P.S., June 5.
Rangoon Maru, N.Y.K., June 5.
St. Albans, E. & A., June 7.
Nippon, D.W., June 8.
Panama, Manners, June 8.
Machon, B.F., June 8.
Sanchia, B.L., June 9.
Mirapore, P. & O., June 10.
Sauerland, J.C.J.L., June 10.
Suwa Maru, N.Y.K., June 10.
Tiltington Court, P. & O., June 10.
Machon, B.F., June 11.
Pres. Lincoln, Dollar, June 11.
Machon, B.F., June 12.
Tenyo Maru, N.Y.K., June 12.
Bingo Maru, N.Y.K., June 14.
Lahn, Melchers, June 14.
Gleniffer, Jardine's, June 17.
Shidzuka Maru, N.Y.K., June 17.
Andre Labon, M.M., June 18.
Kumsang, Jardine's, June 18.
Pres. Cleveland, Dollar, June 18.
Bellerophon, B.F., June 20.
Danmark, Manners, June 20.
Protislau, B.F., June 20.
Taima, B.L., June 20.
Takada, B.L., June 21.
Gleniffer, Jardine's, June 22.
Pres. Madison, Dollar, June 25.
Rhipeland, J.C.J.L., June 25.
Emp. of Russia, C.P.S., June 26.
Nagara, Gilman's, June 29.
Kashima Maru, N.Y.K., July 1.
Pres. Pierce, Dollar, July 2.

JAVA PORTS.

Tijkarang, J.C.J.L., June 5.
Tijmanock, J.C.J.L., June 5.
Tijaroca, J.C.J.L., June 15.
Tijisalak, J.C.J.L., June 15.
Tijsondori, J.C.J.L., June 28.
Tijlboet, J.C.J.L., July 2.

LIVERPOOL.

Dakar Maru, N.Y.K., June 15.
Cylops, B.F., June 20.

LONDON.

Delta, P. & O., June 8.
City of Glasgow, Bank, June 9.
Jeypore, P. & O., June 11.
Jeypore, P. & O., June 15.
Auta Maru, N.Y.K., June 15.
Rajputana, P. & O., June 22.
Perseus, B.F., June 25.
Gleniffer, Jardine's, June 28.
Kashima Maru, N.Y.K., June 29.
Perim, P. & O., June 29.

LOS ANGELES.

Gold Hind, S.S.S., June 8.
Pres. Cleveland, Dollar, June 18.
Pres. Pierce, Dollar, July 2.

MANTLA.

Nelus, B.F., June 5.
Tijmanock, J.C.J.L., June 5.
Eolipse, Everett, June 8.
Pres. Cleveland, Dollar, June 8.
Sauerland, J.C.J.L., June 15.
Tijsondori, J.C.J.L., June 15.
Pres. Adams, Dollar, June 18.
Washington, S.S.S., June 17.
Zosma, J.C.J.L., June 17.
Change, B. & S., June 18.
Emp. of Russia, C.P.S., June 18.
Pres. Madison, Dollar, June 18.
Tijisalak, J.C.J.L., June 19.
Calulu, Dodwell's, June 22.
Pres. Pierce, Dollar, June 22.
Tango Maru, N.Y.K., June 28.
Trier, Melchers, June 29.
Pres. Harrison, Dollar, June 30.
Emp. of Asia, C.P.S., July 2.
Oldenburg, J.C.J.L., July 2.
St. Albans, E. & A., July 5.

MARSEILLES.

Anagir, Melchers, June 8.
Delta, P. & O., June 8.
City of Glasgow, Bank, June 10.
Aeneas, B.F., June 11.
Dakar Maru, N.Y.K., June 15.
Jeypore, P. & O., June 15.
Sauerland, J.C.J.L., June 15.
Auta Maru, N.Y.K., June 15.
Angers, M.M., June 18.
Main, Melchers, June 19.
Canton, Gilman's, June 24.
Rajputana, P. & O., June 22.
Perseus, B.F., June 25.
Kashima Maru, N.Y.K., June 29.
Perim, P. & O., June 29.
Pres. Harrison, Dollar, June 30.
General Mettinger, M.M., July 2.

NAPLES.

Pres. Adams, Dollar, June 18.
Pres. Harrison, Dollar, June 30.

NEWCHWANG.

Newchwang, B. & S., June 8.
Kanchow, B. & S., June 8.

NEW YORK, BOSTON, etc.

Nelus, B.F., June 5.
Imperial Prince, Furness, June 8.
Comeliebank, Bank, June 7.
City of Mobile, Bank, June 15.
Pres. Adams, Dollar, June 18.
Takaka Maru, N.Y.K., June 19.
Japanese Prince, Furness, June 20.
Archbank, Bank, June 21.
British Prince, Furness, July 4.
Machon, B.F., July 8.

NORTH CHINA.

Trier, Melchers, June 5.
Panama, Manners, June 8.
Lahn, Melchers, June 14.
Danmark, Manners, June 17.
Derfingier, Melchers, July 2.

ORAN.

Anagir, Melchers, June 8.
Main, Melchers, June 19.
Trier, Melchers, June 29.

OSLO.

Delhi, Gilman's, June 5.
Canton, Gilman's, June 24.

PANAMA.

Takaka Maru, N.Y.K., June 19.

PENANG.

Muroran Maru, N.Y.K., June 8.
Suisang, Jardine's, June 8.
Cremer, J.C.J.L., June 8.
Anagir, Melchers, June 8.
Delta, P. & O., June 8.
Namsang, Jardine's, June 8.
Taima, B.L., June 10.
Sado Maru, N.Y.K., June 11.
Yuenyang, Jardine's, June 14.
Jeypore, P. & O., June 15.
Morioka Maru, N.Y.K., June 15.
Pres. Adams, Dollar, June 18.
Rajputana, P. & O., June 22.
Tattori Maru, N.Y.K., June 27.
Perim, P. & O., June 29.
Pres. Harrison, Dollar, June 30.
Sanchia, B.L., July 4.

PLYMOUTH.

Rajputana, P. & O., June 22.

PORTLAND.

Iowa, S.S.S., June 20.
Kentucky, S.S.S., June 29.

RABAUL.

Bremerhaven, Melchers, June 8.
Calulu, Dodwell's, June 22.

RANGOON.

Muroran Maru, N.Y.K., June 8.
Taima, B.L., June 10.
Morioka Maru, N.Y.K., June 15.

SAIGON.

Angers, M.M., June 18.
General Mettinger, M.M., July 2.

SANDAKAN.

Hinsang, Jardine's, June 5.
Mausang, Jardine's, June 16.
Calulu, Dodwell's, June 22.
St. Albans, E. & A., July 5.

SAN FRANCISCO.

Golden Hind, S.S.S., June 8.
Tenyo Maru, N.Y.K., June 12.
Pres. Cleveland, Dollar, June 18.
Iowa, S.S.S., June 20.
Kentucky, S.S.S., June 29.
Pres. Pierce, Dollar, July 2.

SCANDINAVIAN PORTS.

Malaya, Manners, June 21.
Canton, Gilman's, June 22.
Siam, Manners, June 30.

SEATTLE.

Pres. Lincoln, Dollar, June 11.
Shidzuka Maru, N.Y.K., June 17.
Protislau, B.F., June 20.
Pres. Madison, Dollar, June 25.
Yokohama Maru, N.Y.K., July 1.

SHANGHAI.

Automedon, B.F., June 5.
Chankang, Jardine's, June 5.
Emp. of France, C.P.S., June 5.
Tango Maru, N.Y.K., June 28.

SHANGHAI—(Continued).

Newchwang, B. & S., June 8.
Linan, B. & S., June 8.
Kashgar, P. & O., June 7.
Nippon, D.W., June 8.
Panama, Manners, June 8.
Kwongkong, Jardine's, June 8.
Machon, B.F., June 8.
Kanchow, B. & S., June 8.
Soochow, B. & S., June 8.
Mirapore, P. & O., June 10.
Suwa Maru, N.Y.K., June 10.
Tiltington Court, P. & O., June 10.
Machon, B.F., June 11.
Shantung, B. & S., June 11.
Pres. Lincoln, Dollar, June 11.
Fooshing, Jardine's, June 12.
Tenyo Maru, N.Y.K., June 12.
Chenan, B. & S., June 13.
Gleniffer, J.C.J.L., June 14.
Lahn, Melchers, June 14.
Tijlboet, J.C.J.L., June 14.
Tijsondori, J.C.J.L., June 14.
City of Athens, Bank, June 16.
Hopsang, Jardine's, June 16.
Danmark, Manners, June 17.
Gleniffer, Jardine's, June 17.
Shidzuka Maru, N.Y.K., June 17.
Kumsang, Jardine's, June 18.
Pres. Cleveland, Dollar, June 18.
Bellerophon, B.F., June 20.
Taima, Dodwell's, June 20.
Tijlboet, J.C.J.L., June 22.
Pres. Madison, Dollar, June 25.
Rhipeland, J.C.J.L., June 25.
Emp. of Russia, C.P.S., June 26.
Nagara, Gilman's, June 29.
Tijikini, J.C.J.L., June 29.
Yokohama Maru, N.Y.K., July 1.
Derfingier, Melchers, July 2.
Pres. Pierce, Dollar, July 2.

SINGAPORE.

Cremer, J.C.J.L., June 8.
Kwangtung, B. & S., June 7.
Romolo, D.W., June 7.
Wakasa Maru, N.Y.K., June 7.
Anagir, Melchers, June 8.
Delta, P. & O., June 8.
Muroran Maru, N.Y.K., June 8.
Kwongkong, Jardine's, June 8.
Taima, B.L., June 10.
Aeneas, B.F., June 11.
Sado Maru, N.Y.K., June 11.
Kingsman, B. & S., June 12.
Yuenyang, Jardine's, June 14.
Jeypore, P. & O., June 15.
Morioka Maru, N.Y.K., June 15.
Sauerland, J.C.J.L., June 15.
Pres. Adams, Dollar, June 18.
Zosma, J.C.J.L., June 17.
Angers, M.M., June 18.
Main, Melchers, June 19.
Cylops, B.F., June 20.
Rajputana, P. & O., June 22.
Perseus, B.F., June 25.
Gleniffer, Jardine's, June 28.
Tattori Maru, N.Y.K., June 27.
Perim, P. & O., June 29.
Trier, Melchers, June 29.
Siam, Manners, June 30.
Pres. Harrison, Dollar, June 30.
Oldenburg, J.C.J.L., July 2.
Sanchia, B.L., July 4.

SOUTH AFRICAN PORTS.

Wakasa Maru, N.Y.K., June 7.

SOUTH AMERICAN PORTS.

Wakasa Maru, N.Y.K., June 7.

SWATOW.

Chankang, Jardine's, June 5.
Linan, B. & S., June 8.
Haining, Douglas, June 7.
Hiram, Thoresen's, June 9.
Kaying, B. & S., June 9.
Kingsman, B. & S., June 12.
Kwangchow, B. & S., June 16.
Soochow, B. & S., June 8.
Haiyang, Douglas, June 11.
Fooshing, Jardine's, June 12.
Chenan, B. & S., June 13.
Kueichow, B. & S., June 14.
Hopsang, Jardine's, June 16.
Kiangchow, B. & S., June 16.
Kwangchow, B. & S., June 16.

TIENSHIN.

Kueichow, B. & S., June 14.
Lahn, Melchers, June 14.
Huichow, B. & S., June 25.
Cheongshing, Jardine's, June 15.
Derfingier, Melchers, July 2.

TRIESTE AND VENICE.

Romolo, Dowell's, June 5.
Fiume, Dodwell's, June 15.
Venezia, Dodwell's, June 25.

TSINGTAO.

Chankang, Jardine's, June 5.
Kwongkong, Jardine's, June 8.
Soochow, B. & S., June 9.
Shantung, B. & S., June 11.
Fooshing, Jardine's, June 12.
Lahn, Melchers, June 14.
Hopsang, Jardine's, June 16.
Derfingier, Melchers, July 2.

VANCOUVER, B.C.

Emp. of France, C.P.S., June 5.
Protislau, B.F., June 20.
Emp. of Russia, C.P.S., June 26.

VICTORIA, B.C.

Emp. of France, C.P.S., June 5.
Pres. Lincoln, Dollar, June 11.
Shidzuka Maru, N.Y.K., June 17.
Protislau, B.F., June 20.
Pres. Madison, Dollar, June 25.
Yokohama Maru, N.Y.K., July 1.

VLADIVOSTOK.

Gleniffer, Jardine's, June 17.
Bellerophon, B.F., June 19.
Gleniffer, Jardine's, June 22.
Nagara, Gilman's, June 29.

WUHAIRWEI.

Kueichow, B. & S., June 14.
Huichow, B. & S., June 25.

EXPECTED ARRIVALS AND MOVEMENTS.

Achilles due from Singapore June 21.

Aeneas due from Shanghai June 11.

Adras due from Europe July 15.

Agapenor due from Singapore July 23.

Aki Maru, due from Australia June 20.

Alipore due from Europe June 18.

Andes Maru due June 8.

Angers due from Shanghai June 18.

Antenor due from Europe July 25.

Antilochus left for Shanghai May 29.

Anyo Maru due from Singapore June 24.

Aratura due from Australia, July 8.

Asphalion due from Japan June 2.

Asuku Maru left for Keelung May 27.

Atlas Maru due from Singapore June 8.

Atsuta Maru due from Japan June 14.

Autolytus due from Europe June 28.

Automedon due from Europe June 4.

Awa Maru left for Shanghai May 27.

Bellerophon due from Europe June 18.

Benmoir due from Europe June 3.

Bessa due from Europe June 5.

Bingo Maru due from Singapore June 12.

CHINA NAVIGATION

COMPANY, LIMITED.

SWATOW & SHANGHAI	"LINAN"	On 6th June	8 a.m.
SHANGHAI & NEWCHANG	"NEWCHANG"	On 6th June	8 a.m.
HONGKONG, SHANGHAI & BANGKOK	"KWANGTUNG"	On 7th June	10 a.m.
HONGKONG, SHANGHAI & HAIPHONG	"TEAN"	On 7th June	10 a.m.
AMOI, SWATOW & SINGAPORE	"KWEIYANG"	On 9th June	8 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SOOCHOW"	On 9th June	10 a.m.
SWATOW & BANGKOK	"KAYING"	On 9th June	2 p.m.
SWATOW, SHANGHAI & DALY	"KANCHOW"	On 9th June	3 p.m.
AMOI, SHANGHAI & TIENTSIN	"SHANTUNG"	On 11th June	3 p.m.
HONGKONG, SHANGHAI & BANGKOK	"KINGYUAN"	On 12th June	10 a.m.
SWATOW & SHANGHAI	"CHENAN"	On 13th June	10 a.m.
WEIMAIWAI, CHITTOO & TIENTSIN	"KUEICHOW"	On 14th June	11 a.m.
AMOI, SWATOW & SINGAPORE	"KIUNGCHOW"	On 16th June	8 a.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 16th June	Noon
WEIMAIWAI, CHITTOO & TIENTSIN	"HUICHOW"	On 25th June	11 a.m.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents, TELEPHONE CENTRAL 25.

CARGO AND PASSENGERS CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"

THROUGH NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION. HONGKONG TO SYDNEY—19 DAYS.

STAGES	Days	Days
CHANGTE	11th June	18th June
TAIPING	9th July	16th July
CHANGTE	13th August	20th August
TAIPING	10th September	17th September

For Freight and Passage Apply to— BUTTERFIELD & SWIRE, Agents, TELEPHONE CENTRAL 25.

NEW YORK, BOSTON AND BALTIMORE

JOINT SERVICE OF THE

"BLUE FUNNEL LINE"

(OCEAN S.S. CO. LTD. AND CHINA MUTUAL S.S. CO. LTD.)

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO. LTD.)

Sailings from Hong Kong.

S.S. "NELUS"	via Suez Canal	5th June
S.S. "CITY OF MOBILE"	via Suez Canal	15th June
S.S. "MACHAON"	via Suez Canal	3rd July

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to Change without Notice.

For Freight and Particulars, apply to— BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONG KONG.

HONG KONG & CANTON, JARDINE, MATHESON & Co., Ltd., CANTON.

(12)

PRINCE LINE

AUGMENTED SERVICE

SAILINGS EVERY 14 DAYS

TO

BOSTON

AND

NEW YORK

T.S. "IMPERIAL PRINCE" ... June 6th

M.V. "JAVANESE PRINCE" ... June 20th

T.S. "BRITISH PRINCE" ... July 4th

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

For Freight, Passage Rates and Full Particulars, Apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 5165. (Incorporated in Great Britain)

Telegrams: Furprince. King's Building.



FRENCH MAIL STEAMERS

Sailings from Hong Kong

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port Said.

ANGERS ... 18th June

G. METZINGER ... 2nd July

ANDRE LEBON ... 16th July

PORTHOS ... 30th July

CHENONCEAUX ... 13th Aug.

ATHOS II ... 27th Aug.

D'ARTAGNAN ... 10th Sept.

SPHINX ... 24th Sept.

To Yokohama via Shanghai and Kobe.

ANDRE LEBON ... 18th June

PORTHOS ... 2nd July

CHENONCEAUX ... 16th July

ATHOS II ... 30th July

D'ARTAGNAN ... 13th Aug.

SPHINX ... 27th Aug.

ANGERS ... 10th Sept.

G. METZINGER ... 24th Sept.

We can issue Through Tickets to Egypt, Syria, Persia, East Africa, Madagascar by Transshipment on our Mail Steamers at Port Said, or Djibouti.

For DUNKIRK via Port Said, Oran, Casablanca, HAKUS, ROTTERDAM, (Amsterdam).

For Full Particulars, apply to—

Cie. des Messageries Maritimes.

Telephone: C. 651 and 740. 2, Queen's Building.

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	HONG KONG	JUNE 3, 1929.				JUNE 4, 1929.			
		Barometer at Sea Level	Thermometer	Humidity	Wind	Barometer at Sea Level	Thermometer	Humidity	Wind
Wladivostok	12	29.69	75.4	66	N	29.74	75.4	59	N
Nemuro	11	29.65	75.0	...	SE	29.73	75.0	...	E
Hokodate	...	29.65	75.0	...	...	29.69	74.0	...	...
Tokio	...	29.70	75.4	...	S	29.69	75.0	...	...
Kochi	...	29.80	75.7	...	SE	29.78	75.5	...	...
Nagasaki	...	29.86	75.8	...	WSW	29.82	75.7	...	...
Kagoshima	...	29.87	75.0	...	...	29.82	75.7	...	NW
Oshima	...	29.84	75.0	...	ENE	29.76	75.0	...	E
Naha	...	29.78	75.5	...	ENE	29.76	75.3	...	S
Ishigakijima	...	29.76	75.0	...	E	29.69	75.1	...	...
Bonin Island	...	29.90	75.3	...	...	29.89	75.0	...	...
Chefoo	15	29.70	75.4	73	ENE	29.71	75.4	65	NE
Shanghai	14	29.84	77.8	86	MNE	29.72	75.4	69	SE
Gutai	...	29.85	75.2	74	SSE	29.78	75.4	69	SSE
Sharp Peak	...	29.72	75.4	77	ENE	29.62	75.3	73	SE
Amoy	...	29.63	75.2	86	NE	29.39	75.1	77	N
Swatow	...	29.66	75.3	80	E	...	...	...	...
Tsichu	11	29.72	75.4	86	SSE	29.35	75.0	73	E
Tsichu	...	29.68	75.3	90	NNW	29.36	75.0	77	...
Tsichu	...	29.67	75.3	86	WSW	29.33	75.0	77	...
Koshu	...	29.65	75.3	81	NE	29.32	74.9	77	N
Pescadore	...	29.67	75.3	86	NNE	29.32	74.9	77	N
Hong Kong	14	29.64	75.2	81	SE	29.39	75.1	76	SE
Gap Rock	...	29.65	75.3	...	ENE	29.39	75.1	...	N
Macho	...	29.62	75.2	86	SE	29.36	75.0	73	N
Hohow	...	29.69	75.4	77	SE	29.49	74.9	73	NE
Pratas Island	...	29.57	75.1	78	NE	29.69	75.2	77	91
Phulien	15	29.55	75.0	86	...	29.65	75.3	77	NW
Tourane	...	29.60	75.1	77	NW	29.76	75.0	77	NW
Cape St. James	...	29.75	75.7	86	SSW	29.76	75.0	...	...
Baco	14	29.62	75.2	79	N	...	...	...	...
Appari	...	29.63	75.1	86	NE	...	...	...	...
Tuguegarao	...	29.60	75.1	86	S	...	...	...	...
Vigan	...	29.66	75.3	82	SW	29.71	75.4	77	91
Manila	...	29.68	75.3	90	SW	29.76	75.7	77	96
Legaspi	...	29.68	75.3	90	SW	29.78	75.6	77	85
Calbayog	...	29.73	75.1	90	S	29.81	75.7	77	85
Tacolban	...	29.73	75.4	86	SW	29.76	75.0	79	92
Polio	...	29.72	75.4	86	SW	29.78	75.3	81	76
Cebu	...	29.72	75.4	86	SW	29.78	75.3	81	76
Surigao	...	...	...	...	...	29.78	75.3	77	92
Saipan	...	...	...	...	...	...	...	...	...
Guam	12.22	29.81	75.2	...	ESE	1	4.22	...	...
Yam	11.00	29.82	75.5	...	ESE	1	5	...	...
Palau	...	...	...	...	...	...	...	...	...
Palau	...	...	...	...	...	...	...	...	...
Labuan	14	29.77	75.1	80	SW	29.83	75.7	80	87

June 3d. 18h. 48m.—Warning to Hong Kong. —Typhoon of unknown intensity within 60 miles of Lat. 18° N. Long. 116° E., direction unknown.

June 4d. 7h. 46m.—Warning to Hong Kong, Coast Ports &c. —Typhoon of unknown intensity within 60 in Lat. 19° N. Long. 118° E. moving N.N.W.

June 4d. 7h. 46m.—Local signal No. 1 hoisted.

June 4d. 11h. 10m.—Pressure is highest in the vicinity of the Bonins. A typhoon developed yesterday to the west of N. Luzon; at 6 a.m. this morning, it was situated 120 miles south-east of Pratas, moving N. or N.N.W.

Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1, 1918 inches, against an average of 25.35 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON THE 5th.

DISTRICT. Forecast. 1.—Formosa Channel. Cyclonic gales. 2.—South coast of China between Hong Kong and Lamoo. N. to W. winds, moderate, freshening considerably; fine at first, cloudy with rain later. 3.—Hong Kong to Gap Rock. 4.—South coast of China between Hong Kong and Hainan. C. W. JEFFRIES, Director.

AUSTRAL-CHINA NAVIGATION CO.

For SYDNEY, MELBOURNE AND ADELAIDE Via MANILA, SANDAKAN, BALEKAPAN, RABAU and TULAGI.

S.S. "CALULU" ... sails on/about ... 22nd June

S.S. "CHRONOS" ... sails on/about ... 15th July

For Freight and Passages, Apply to—

DODWELL & CO., LTD.

Queen's Building, Tel. C. 1030.

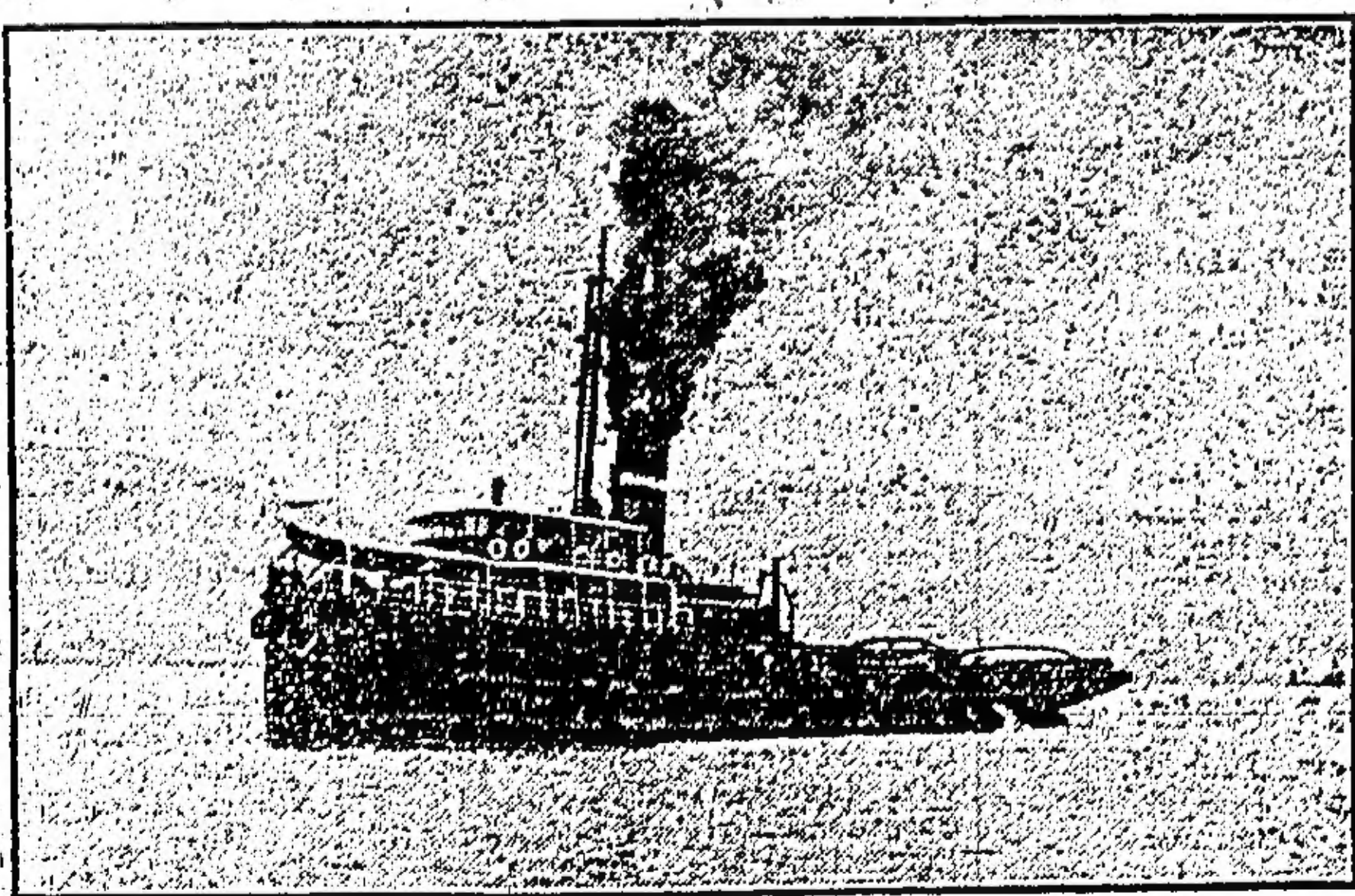
THE HONG KONG & WHAMPOA DOCK

COMPANY, LIMITED.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONG KONG.

CODES USED: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron, Steel and Brass Founders, Forge Masters, Electricians.



Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped complete by The Hong Kong & Whampoa Dock Co., Ltd., Hong Kong, for their own service, 1921. Length 169 B.P., Breadth 34' (m), L.H.P. 2,000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Works. Please address enquiries to the Chief Manager.

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"OHAKSANG" "KWONGSANG" "FOOSHING" "HOSANG"	Wed., 5th June, at 10 a.m. Sun., 9th June, at 10 a.m. Wed., 12th June, at 10 a.m. Sun., 16th June, at 10 a.m.
OSAKA via AMOI, MOJI & KOBE	"KUMSANG" "HOSANG" "KUTSANG"	Tues., 18th June, at 9 a.m. Sat., 22nd June, at 7 a.m. Wed., 10th July, at 7 a.m.
STRAITS & CALOUTTA	"NAMSANG" "YUENSANG"	Satur., 8th June, at 3 p.m. Fri., 14th June, at 3 p.m.
SANDAKAN	"RINSANG" "MAUSANG"	Wed., 5th June, at 3 p.m. Sun., 16th June, at 10 a.m.
TIENTSIN	"CHEONGSHING"	Satur., 15th June, at Noon

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.

GENERAL MANAGERS.

TELEPHONE: CENTRAL No. 215.

GLEN LINE.

FARE: HONG KONG TO LONDON £82.

To LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship "GLENIFFER"	...	18th June
Steamship "GLENSHANE"	...	24th July
Motor Vessel "GLENOCLE"	...	7th August
Motor Vessel "GLENAMOY"	...	4th Sept.

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "GLENSHANE"	...	17th June
Motor Vessel "GLENOCLE"	...	22nd June
Motor Vessel "GLENAMOY"	...	7th July
Motor Vessel "GLENAMOY"	...	24th July

For Freight, Passage and further Particulars, apply to

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.



FAR EASTERN PASSENGER & FREIGHT SERVICE

FARE FROM HONG KONG TO GENOA:

Cabin class ... £73. Intermediate class ... £48.

THROUGH BOOKINGS TO LONDON:

Cabin class ... £80.

NEXT SAILINGS TO EUROPE:

Freight S.S. "Ansgar"	...	departure 8th June
Express Freight S.S. "Main"	...	departure 18th June
Pass. S.S. "TRIER"	...	departure 28th June
Express Freight S.S. "Lahn"	...	departure 17th July
Pass. S.S. "DERFFLINGER"	...	departure 27th July
Express Freight S.S. "Isar"	...	departure 14th Aug.
Pass. S.S. "SAARBUECKEN"	...	departure 24th Aug.
Freight S.S. "Angburg"	...	departure 29th Aug.

Passenger steamers sailing via Manila and Ports to Genoa, Rotterdam, Hamburg and Bremen.

Freight steamers sailing via Singapore and Ports to Marseilles, Rotterdam, Hamburg and Bremen.

NEXT ARRIVALS FROM EUROPE:

Freight S.S. "Lahn"	...	due here 14th June
Pass. S.S. "DERFFLINGER"	...	due here 22nd July
Freight S.S. "Isar"	...	due here 12th July
Pass. S.S. "SAARBUECKEN"	...	due here 31st July

HONG KONG—NEW GUINEA

DIRECT SIX WEEKLY SERVICE FROM HONG KONG TO

RABAU, KULON, KALILI, WITU

CARGO TO SAMARAI, KAWING, MADANG, SALAMOA, LOMBONG AND ALL OTHER PORTS IN NEW GUINEA WILL BE ACCEPTED ON THROUGH BILLING WITH TRANSHIPMENT AT RABAU.

S.S. "BREMERHAVEN" ... departure 5th June.

MELCHERS & CO.,

AGENTS, HONG KONG.

Telephone C. 6378. 8, Chester Road. Queen's Building.

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast High Class Coast Steamers. Sailings subject to alteration without notice.

FOR SWATOW, AMOI & FOCHOW AND RETURN (Occupying 8 to 9 Days)

HAINAN ... Friday, the 7th June, at 3 p.m.

HAIYANG ... Tuesday, the 11th June, at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Bluff Pier). Round Trip Tickets will be issued from Hong Kong to Fochow (Pagoda Anchorage) or vice-versa and Return by the same Steamer at the Reduced Rate of \$50.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to

CANADIAN PACIFIC

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC
TO VICTORIA AND VANCOUVER

17 Days Hong Kong-Vancouver, 14 Days Shanghai-Vancouver
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver

Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
Leave	Leave	Leave	Leave	Arrive
EMPERESS OF FRANCE... June 5	June 8	June 11	June 15	June 22
EMPERESS OF RUSSIA... June 12	June 15	June 18	June 22	June 29
EMPERESS OF ASIA... June 19	June 22	June 25	June 29	July 6
EMPERESS OF FRANCE... July 2	July 5	July 8	July 12	July 19
EMPERESS OF RUSSIA... July 9	July 12	July 15	July 19	July 26
EMPERESS OF ASIA... July 16	July 19	July 22	July 26	Aug. 2
EMPERESS OF FRANCE... July 23	July 26	July 29	Aug. 2	Aug. 9
EMPERESS OF RUSSIA... July 30	Aug. 2	Aug. 5	Aug. 9	Aug. 16
EMPERESS OF ASIA... Aug. 6	Aug. 9	Aug. 12	Aug. 16	Aug. 23
EMPERESS OF FRANCE... Aug. 13	Aug. 16	Aug. 19	Aug. 23	Aug. 30
EMPERESS OF RUSSIA... Aug. 20	Aug. 23	Aug. 26	Aug. 30	Sept. 6
EMPERESS OF ASIA... Aug. 27	Aug. 30	Sept. 2	Sept. 6	Sept. 13
EMPERESS OF FRANCE... Sept. 3	Sept. 6	Sept. 9	Sept. 13	Sept. 20
EMPERESS OF RUSSIA... Sept. 10	Sept. 13	Sept. 16	Sept. 20	Sept. 27
EMPERESS OF ASIA... Sept. 17	Sept. 20	Sept. 23	Sept. 27	Oct. 4
EMPERESS OF FRANCE... Sept. 24	Sept. 27	Sept. 30	Oct. 4	Oct. 11
EMPERESS OF RUSSIA... Sept. 31	Oct. 4	Oct. 7	Oct. 11	Oct. 18
EMPERESS OF ASIA... Oct. 8	Oct. 11	Oct. 14	Oct. 18	Oct. 25
EMPERESS OF FRANCE... Oct. 15	Oct. 18	Oct. 21	Oct. 25	Nov. 1
EMPERESS OF RUSSIA... Oct. 22	Oct. 25	Oct. 28	Nov. 1	Nov. 8
EMPERESS OF ASIA... Oct. 29	Nov. 1	Nov. 4	Nov. 8	Nov. 15
EMPERESS OF FRANCE... Nov. 5	Nov. 8	Nov. 11	Nov. 15	Nov. 22
EMPERESS OF RUSSIA... Nov. 12	Nov. 15	Nov. 18	Nov. 22	Nov. 29
EMPERESS OF ASIA... Nov. 19	Nov. 22	Nov. 25	Nov. 29	Dec. 6
EMPERESS OF FRANCE... Nov. 26	Nov. 29	Dec. 2	Dec. 6	Dec. 13
EMPERESS OF RUSSIA... Dec. 3	Dec. 6	Dec. 9	Dec. 13	Dec. 20
EMPERESS OF ASIA... Dec. 10	Dec. 13	Dec. 16	Dec. 20	Dec. 27
EMPERESS OF FRANCE... Dec. 17	Dec. 20	Dec. 23	Dec. 27	Jan. 3
EMPERESS OF RUSSIA... Dec. 24	Dec. 27	Dec. 30	Jan. 3	Jan. 10
EMPERESS OF ASIA... Dec. 31	Jan. 3	Jan. 6	Jan. 10	Jan. 17

Connecting Canadian Pacific Atlantic sailings from Montreal and Quebec
every few days to Liverpool, Southampton, Glasgow,
Antwerp, Cherbourg and Hamburg.

HONG KONG-MANILA SERVICE

Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
June 18	June 20	June 21	June 23
July 2	July 4	July 5	July 7

CANADIAN PACIFIC EXPRESS

TRAVELLERS' CHEQUES
PAYABLE THE WORLD OVER

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C. 752. Cables: "GACANPAO."
Freight and Express: Tel. C. 42. Cables: "NAUTILUS."

N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES.

\$120, \$114, \$110, \$102, \$83; via SAN FRANCISCO.

\$95, \$90-10 via JAPAN and SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TENYO MARU ... Wednesday, 12th June

SEIKO MARU ... Wednesday, 10th July

SEATTLE, VICTORIA via Shanghai & Japan Ports.

SEIZUOKA MARU ... Monday, 17th June

YOKOHAMA MARU ... Monday, 1st July

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez.

ATSUTA MARU ... Saturday, 15th June

KASHIMA MARU ... Saturday, 29th June

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU ... Wednesday, 26th June

AKI MARU ... Wednesday, 24th July

B-MBAY via Singapore, Penang & Colombo.

SADO MARU ... Tuesday, 11th June

TOTTORI MARU ... Thursday, 27th June

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

ANYO MARU ... Tuesday, 9th July

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

WAKASA MARU ... Friday, 7th July

NEW YORK, BOSTON, HAVANA via PANAMA.

TAKAOKA MARU ... Wednesday, 19th June

LIVERPOOL via Port Said, Constantinople, Genoa &

Marseilles.

DAKAR MARU ... Saturday, 15th June

CAIRO via Singapore, Penang & Rangoon.

MURORAN MARU ... Saturday, 8th June

MORIOKA MARU ... Saturday, 15th June

MANGHAL KOBÉ & YOKOHAMA.

RANGOON MARU (Moji direct) ... Wednesday, 5th June

SUWA MARU ... Monday, 10th June

BINGO MARU (Kobe direct) ... Friday, 14th June

+ Cargo only.

Reduced 1st Class Excursion Rates quoted between Manila and Australia.

For further information, apply to—

NIPPON YUSEN KAI HA.

Telephone: C. No. 292 and 3997. (Private exchanges to all Dept.)

Telephone: C. No. 292 and 3997. (Private exchanges to all Dept.)

Telephone: C. No. 292 and 3997. (Private exchanges to all Dept.)

Telephone: C. No. 292 and 3997. (Private exchanges to all Dept.)

Telephone: C. No. 292 and 3997. (Private exchanges to all Dept.)

Telephone: C. No. 292 and 3997. (Private exchanges to all Dept.)

Telephone: C. No. 292 and 3997. (Private exchanges to all Dept.)

Telephone: C. No. 292 and 3997. (Private exchanges to all Dept.)

Telephone: C. No. 292 and 3997. (Private exchanges to all Dept.)

Telephone: C. No. 292 and 3997. (Private exchanges to all Dept.)

Telephone: C. No. 292 and 3997. (Private exchanges to all Dept.)

Shipping News Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 11,800 TONS;
THROUGH CARGO
17,300 TONS.

The general cargo returns shown at the Harbour Office during the 24 hours ended at 9 a.m. yesterday carried by vessels arriving in Hong Kong were as follows:—

British	Cargo	Through
Halvard	7,015	—
Teann	—	2,000
Shanghai	440	600
Nanchang	—	2,000
American	—	7,433
Pres. Lincoln	1,889	3,649
Kentucky	1,224	3,000
Dutch	—	3,113
Tjikorang	—	500
Norwegian	—	500
Templar	1,238	7,433
Japanese	—	1,238
Sungshan	—	7,433
Maru	—	—
Canton	8	416
Total	11,812	17,396

Arrivals and Departures.
The arrivals and departures during the period under review were as follows:—

British	Arr.	Dep.
American	2	1
Dutch	1	0
Norwegian	1	0
Japanese	1	4
German	0	1
Chinese	0	1
Finnish	0	1
Total	6	14

PASSENGERS.

The following passengers arrived yesterday by the s.s. Tenyo Maru from Los Angeles and way ports: Mr. P. K. Oakeshot, Mr. N. C. Ruelos, Mr. M. A. Alvarez, Mr. R. E. Hartley, Mr. Tatsuzo Okamoto, Mr. Magnus Hallberg, Mrs. Vivian Hallberg, Mr. Kyotoku Tomita, Mr. Takematsu Makiyama, Mr. Chikako Makiyama, Mr. Sadato Kobayakawa, Mr. and Mrs. F. H. Patterson, Miss Frances Patterson, Mr. J. S. Gubbay.

The following European passengers left Hong Kong yesterday by the s.s. Sphinx for Marseilles and ports: Mrs. A. Hendy, Mr. M. Longos, Mr. and Mrs. A. L. Hammond and child, Mr. Donald Steel, Mr. L. Kous, Mr. and Mrs. P. Conde, Mrs. J. Lam, Mr. and Mrs. J. A. Farias, Mr. L. Farias, Mr. M. Navarro, Mr. J. Johansen, Mr. H. M. Kinnier, Mr. G. Dustauroir, Mr. G. Appollonio, Mr. G. Cambria, Mr. P. Venier, Mr. D. Latin, Mr. Pozar Giacomo.

DAILY WATERFRONT NEWS.

MARINE COURT CASES.

The case against the Hong Kong & Whampoa Dock Co., Ltd., owners of the steam launch K8 for not having on board the launch the proper number of life saving appliances while the vessel was under way, was dismissed as the summons was not in order. The law provided that a particular person must be mentioned in the summons.

For carrying 3 passengers in excess the mistress of a cargo boat was fined \$10 by the Hon. Comdr. C. F. Hole R.N.

The master of a junk was fined \$10 for failing to report his arrival at Tai-O.

Wuchow At Last!

A Notice to Mariners in the Harbour Office states that the West River is open to shipping as far as Wuchow.

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ending at 9 a.m. yesterday.

Halvard (Br.) Bangkok	33
Nanchang (Br.) Shanghai	7
Pres. Lincoln (Am.) Shanghai	—
Wuhu	431
Tjikorang (Dutch) Amoy	386
Sungshan Maru (Jap.) Canton	129
Total	891

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, June 4.

Previous	On Date	On Date
at 4 p.m.	at 10 a.m.	at 2 p.m.
Barometer... 29.50	29.50	29.50
Thermometer... 82.8	82.8	82.8
Humidity... 68	71	57
Wind... E	W	WSW
Force... 3	2	2
Weather... O	C	B
Rain... 0.00	0.00	0.00

Highest open-air temperature, 8.83
Lowest open-air temperature, 4.75

B-Blue sky; C-Cloudy; D-Drizzle; F-Fog; L-Lightning; M-Mist; O-Overcast; P-Passing showers; Q-Squalls; R-Rain; T-Thunder.

HONG KONG TIDE TABLE

From June 5 to 11, 1929.

High Water	Low Water
Days of Week	Days of Week
Date	Date
Wed. 5	Wed. 5
Thurs. 6	Thurs. 6
Fri. 7	Fri. 7
Sat. 8	Sat. 8
Sun. 9	Sun. 9
Mon. 10	Mon. 10
Tues. 11	Tues. 11

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE

UNITED KINGDOM & CONTINENT

"CITY OF GLASGOW" ... London, Rotterdam, Amsterdam & Hamburg ... 9th June

"CITY OF CAMBRIDGE" ... London, Rotterdam, Amsterdam & Hamburg ... 10th July

NEW YORK, BOSTON & BALTIMORE

"CITY OF MOBILE" ... via Suez Canal ... 16th June

"CITY OF MANDALAY" ... via Suez Canal ... 12th July

"CITY OF BEDFORD" ... via Suez Canal ... 8th August

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK & BALTIMORE

"COMIEBANK" ... 7th June

"ARCHBANK" ... 21st June

MAURITIUS & SOUTH AFRICA

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Moss Bay and Cape Town.

High Bills of Lading issued to Beira, Quilimane, Ilo, Port Amelia, Moambique, Chinde, Inhama, Zanzibar, Mombasa, Kilindini, Port Beloh, Luders Bay, Walvis Bay and Madagascar.

For Freight or Passage on any of the above lines apply—

Telephone: Central 4771

THE BANK LINE LTD.

P. & O. British India Apear and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, SUMATRA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEBANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL PORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"DELTA"	8,097	8th June, Noon	Marseilles, London and Hull.
"JEYPORE"	8,318	15th June	Marsa, London, A.werp, R'm, H'g, Bombay, Marseilles & London.
"RAJPUTANA"	15,368	22nd June	Marsa, London, A.werp, R'm, H'g, Bombay, Marseilles & London.
"PERIM"	7,848	29th June	Marsa, London, A.werp, R'm, H'g, Bombay, Marseilles & London.
"KASHGAR"	9,035	6th July	Marsa, London, A.werp, R'm, H'g, Bombay, Marseilles & London.
"MIRZAPORE"	9,715	13th July	Marsa, London, A.werp, R'm, H'g, Bombay, Marseilles & London.
"ALIPORE"	9,373	19th July	Marsa, London, A.werp, R'm, H'g, Bombay, Marseilles & London.
"KALWA"	9,135	26th July	Marsa, London, A.werp, R'm, H'g, Bombay, Marseilles & London.
"KIDDERPORE"	9,334	2nd Aug.	Marsa, London, A.werp, R'm, H'g, Bombay, Marseilles & London.
"KHYBER"	9,114	9th Aug.	Marsa, London, A.werp, R'm, H'g, Bombay, Marseilles & London.
"MALWA"	10,880	16th Aug.	Marsa, London, A.werp, R'm, H'g, Bombay, Marseilles & London.
"KASHMIR"	9,885	23rd Aug.	Marsa, London, A.werp, R'm, H'g, Bombay, Marseilles & London.
"MOHRA"	10,938	30th Aug.	Marsa, London, A.werp, R'm, H'g, Bombay, Marseilles & London.
"MANTUA"	10,948	6th Sept.	Marsa, London, A.werp, R'm, H'g, Bombay, Marseilles & London.
"MIRZAPORE"	9,715	13th Sept.	Marsa, London, A.werp, R'm, H'g, Bombay, Marseilles & London.
"ALIPORE"	9,373	20th Sept.	Marsa, London, A.werp, R'm, H'g, Bombay, Marseilles & London.
"KARMALA"	9,128	27th Sept.	Marsa, London, A.werp, R'm, H'g, Bombay, Marseilles & London.
"KIDDERPORE"	9,334	4th Oct.	Marsa, London, A.werp, R'm, H'g, Bombay, Marseilles & London.
"KALWA"	9,135	11th Oct.	Marsa, London, A.werp, R'm, H'g, Bombay, Marseilles & London.
"MACEDONIA"	11,120	18th Oct.	Marsa, London, A.werp, R'm, H'g, Bombay, Marseilles & London.
"KASHGAR"	9,035	25th Oct.	Marsa, London, A.werp, R'm, H'g, Bombay, Marseilles & London.
"RAWALPINDI"	16,819	1st Nov.	Marsa, London, A.werp, R'm, H'g, Bombay, Marseilles & London.
"MALWA"	10,880	8th Nov.	Marsa, London, A.werp, R'm, H'g, Bombay, Marseilles & London.
"RAJPUTANA"	15,368	15th Nov.	Marsa, London, A.werp, R'm, H'g, Bombay, Marseilles & London.
"JEYPORE"	8,318	22nd Nov.	Marsa, London, A.werp, R'm, H'g, Bombay, Marseilles & London.
"DELTA"	8,097	29th Nov.	Marsa, London, A.werp, R'm, H'g, Bombay, Marseilles & London.

* Cargo only.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Redif Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"TALMA"	10,000	10th June	Singapore, Penang & Calcutta.
"SANTHIA"	7,754	4th July	do.
"TILAWA"	10,008	13th July	do.
"TALAMBA"	8,018	20th July	do.
"TAKADA"	9,938	27th July	do.
"TAKIWA"	9,938	3rd Aug.	do.
"TALMA"	10,000	10th Aug.	do.

* Calls Rangoon.

B.I.—Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	5th July	Manila, Sandakan, Thursday Island

